



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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MEETING NO. 628

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY

Thursday, January 7, 2021

12:30 p.m. – 2:00 p.m.

To Watch or View Only:

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<https://scag.zoom.us/j/249187052>

To 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 recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, 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 Peter Waggoner at (213) 630-1402 or via email at waggoner@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. 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. Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, January 6, 2021.

All written comments received after 5pm on Wednesday, January 6, 2021 will be announced and included as part of the official record of the meeting.

2. If participating via Zoom or phone, during the Public Comment Period, 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.

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.

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

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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.
6. 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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2. **Hon. Clint Lorimore**
1st Vice President, Eastvale, RC District 4
3. **Hon. Jan C. Harnik**
2nd Vice President, RCTC Representative
4. **Hon. Alan Wapner**
Imm. Past President, SBCTA Representative
5. **Hon. Sean Ashton**
Downey, RC District 25
6. **Hon. Phil Bacerra**
Santa Ana, RC District 16
7. **Hon. Kathryn Barger**
Los Angeles County
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9. **Hon. Ben Benoit**
Air District Representative
10. **Hon. Bob Blumenfield**
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11. **Hon. Mike Bonin**
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12. **Hon. Drew Boyles**
El Segundo, RC District 40
13. **Hon. Art Brown**
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Mission Viejo, RC District 13
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Los Angeles, RC District 62

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- 16. Hon. Juan Carrillo**
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- 17. Hon. Michael Carroll**
Irvine, RC District 14
- 18. Hon. Gilbert Cedillo**
Los Angeles, RC District 48
- 19. Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
- 20. Hon. Kevin de León**
Los Angeles, District 61
- 21. Hon. Steve DeRuse**
La Mirada, RC District 31
- 22. Hon. Paula Devine**
Glendale, RC District 42
- 23. Hon. Margaret Finlay**
Duarte, RC District 35
- 24. Hon. Alex Fisch**
Culver City, RC District 41
- 25. Hon. Eric Garcetti**
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- 26. Hon. James Gazeley**
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- 27. Sup. Curt Hagman**
San Bernardino County
- 28. Hon. Ray Hamada**
Bellflower, RC District 24
- 29. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 30. Hon. Mark Henderson**
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- 31. Hon. Peggy Huang**
TCA Representative

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- 32. Hon. Mike Judge**
VCTC Representative
- 33. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 34. Hon. Paul Koretz**
Los Angeles, RC District 52
- 35. Hon. Paul Krekorian**
Los Angeles, RC District 49
- 36. Hon. John Lee**
Los Angeles, RC District 59
- 37. Randall Lewis**
Business Representative, Non-Voting Member
- 38. Hon. Steven Ly**
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- 39. Hon. Marisela Magana**
Perris, RC District 69
- 40. Hon. Steve Manos**
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- 42. Hon. Ray Marquez**
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- 44. Hon. Andrew Masiel**
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- 45. Hon. Larry McCallon**
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- 46. Hon. L. Dennis Michael**
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- 47. Hon. Fred Minagar**
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- 48. Sup. Holly Mitchell**
Los Angeles County
- 49. Hon. Maria Nava-Froelich**
ICTC
- 50. Hon. Frank Navarro**
Colton, RC District 6
- 51. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 52. Hon. Mitch O'Farrell**
Los Angeles, RC District 60
- 53. Hon. Trevor O'Neil**
Anaheim, RC District 19
- 54. Hon. Hector Pacheco**
San Fernando, RC District 67
- 55. Sup. Linda Parks**
Ventura County
- 56. Sup. Luis Plancarte**
Imperial County
- 57. Hon. David Pollock**
Moorpark, RC District 46
- 58. Hon. Curren Price**
Los Angeles, RC District 56
- 59. Hon. Nithya Raman**
Los Angeles, RC District 51
- 60. Hon. Rita Ramirez**
Victorville, RC District 65
- 61. Hon. Mark Ridley-Thomas**
Los Angeles, RC District 57
- 62. Hon. Deborah Robertson**
Rialto, RC District 8
- 63. Hon. Monica Rodriguez**
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- 64. Hon. Ali Saleh**
Bell, RC District 27

- 65. Hon. Tim Sandoval**
Pomona, RC District 38

- 66. Hon. Rey Santos**
Beaumont, RC District 3

- 67. Hon. Zak Schwank**
Temecula, RC District 5

- 68. Hon. David Shapiro**
Calabasas, RC District 44

- 69. Hon. Marty Simonoff**
Brea, RC District 22

- 70. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 71. Sup. Karen Spiegel**
Riverside County

- 72. Hon. Steve Tye**
Diamond Bar, RC District 37

- 73. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

- 74. Hon. Donald Wagner**
Orange County

- 75. Hon. Frank Yokoyama**
Cerritos, RC District 23

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, January 7, 2021
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 Rex Richardson, President)

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(The Honorable - 8 , Mayor of Los Angeles)

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, January 6, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, January 6, 2021 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 will be allowed up to 3 minutes to speak, 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 reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Climate Change Action Resolution
(Sarah Jepson, Planning Director)

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt Resolution No. 21-628-1 on Climate Change Action.

RECOMMENDED ACTION FOR RC:

Regional Council adopt Resolution No. 21-628-1 on Climate Change Action.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – November 5, 2020



3. Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21 Overall Work Program (OWP)
4. Contract Amendment Increasing the Contract value over \$200,000: Contract No. 20-027-C01, Southern California Regional Housing Study, Amendment No. 2
5. Contracts \$200,000 or Greater: Contract No. 20-030-C01, Cloud Infrastructure
6. Contracts \$200,000 or Greater: Contract No. 20-040-C01, Infrastructure Upgrade - Hardware and Software
7. Contracts \$200,000 or Greater: Contract No. 21-007-C01, East San Gabriel Valley Mobility Action Plan
8. Contracts \$200,000 or Greater: Contact No. 21-008-C01, (h) *
- . Contracts \$200,000 or Greater: Contact No. 21-036-C01, Community Safety Ambassador Program
2021 State & Federal Legislative Platform

- 1 . SCAG Memberships and Sponsorships

Receive and File

- 1 . January 2021 State and Federal Legislative Update
- 1 . Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
- 1 . CFO Monthly Report

INFORMATION ITEM

- 1 . California Air Resources Board (CARB) Acceptance of Connect SoCal and Recommendations
(Sarah Jepson, Planning Director)

BUSINESS REPORT

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

PRESIDENT'S REPORT

(The Honorable Rex Richardson, President)



EXECUTIVE DIRECTOR'S REPORT
(Kome Ajise, Executive Director)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
January 7, 2021

To: Energy & Environment Committee (EEC)
Regional Council (RC)

From: Sarah Jepson, Planning Director,
(213) 236-1955, Jespon@scag.ca.gov

Subject: Climate Change Action Resolution

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt Resolution No. 21-628-1 on Climate Change Action.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 21-628-1 on Climate Change Action.

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 the October 1, 2020 meeting of the Energy and Environment Committee (EEC), the Chair and members of the Committee requested that SCAG staff prepare a resolution affirming a climate change crisis in Southern California. A draft version was prepared and presented to the EEC on November 5, 2020, at which time Committee members provided guidance and suggestions emphasizing SCAG's unique role in the region. Members of the EEC provided feedback that additional emphasis be placed on the economic and workforce benefits of climate adaptation and mitigation strategies within the Resolution, that further information on climate hazards be included (e.g. extreme heat impacts, drought, sea level rise, etc.), that planning for zero-emission vehicles be integrated, and that resources for climate mitigation and adaptation include multiple sectors (e.g. energy and land use). Overall, Members of the EEC asked that SCAG consider calling on local and regional partners to join together to further reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate. Accordingly, staff has prepared a revised Resolution for consideration and action as appropriate by the EEC and Regional Council.

BACKGROUND:

Climate change mitigation and adaptation planning have become more pressing with each passing year as the SCAG region experiences extreme climate-related health, safety and economic impacts from intensified wildfires, inland flooding and mudslides from torrential rainstorms, coastal flooding

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exacerbated by sea level rise, and intensified urban heat island effects from unusually high temperatures. Loss of life, destruction of property and infrastructure, transportation system interruptions, and diminished natural resources have been accelerated by our rapidly changing climate.

Extended dry heat days and extreme wildfires represent the most tangible and immediate examples of how climate change is impacting our region's health, safety and economic welfare. In 2020, California's record number of dry heat days increased overall fire risk to the highest degree that the state has ever endured. Moreover, California experienced over 6,000 fires that burned millions of acres, making 2020 the largest wildfire season recorded in the state's modern history, according to the California Department of Forestry and Fire Protection.¹ Economic costs attributable to these wildfires are estimated to sum to \$10 billion dollars in 2020² with impacts also including damage to property, increased costs of health care, business disruption, lost tax revenue, and decreased property values. There have been more than 1,200 preventable deaths from respiratory illnesses directly linked to this year's wildfire smoke.³ Those experiencing the most severe COVID-19 outcomes are even more vulnerable to respiratory maladies exacerbated by long-term wildfire smoke exposure. Residents in SB 535 Disadvantaged Communities (DACs), who have historically been over-burdened by environmental hazards, are particularly vulnerable.

Events like California's wildfires have become persistent reminders to local governments, residents, workers and businesses throughout the SCAG region that systematic climate adaptation, mitigation, and resilience planning for all climate stressors is achievable – but must become a higher priority. This is especially clear when considering where people live in the region, since roughly 1.8 million people reside in very high fire hazard severity zones, over 300,000 people live in “100-year”⁴ flood hazard areas, more than 350,000 residents live in areas estimated to be impacted by three feet of sea level rise (conservatively projected to occur by 2050), and over 6 million people live in areas subject to extreme heat health events. Looking ahead to 2050, annual costs from climate change hazards are projected to exceed \$113 billion by 2050 – an expense of thousands of dollars per resident in California each year.⁵

Since greenhouse gas emissions and climate stressors do not follow jurisdictional boundaries, effective mitigation, management, and adaptation to risks posed by climate change will require

¹ <https://www.fire.ca.gov/stats-events/>; Accessed October 12, 2020

² Cowan, Jill. “How Much Will the Wildfires Cost?” <https://www.nytimes.com/2020/09/16/us/california-fires-cost.html>. Accessed October 12, 2020.

³ Burke, Marshall and Sam Heft-Neal. Indirect mortality from Wildfires in California. <http://www.g-feed.com/2020/09/indirect-mortality-from-recent.html>. Accessed October 12, 2020.

⁴ Areas known as Special Flood Hazard Areas (SFHAs) defined as areas that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year.

⁵ California's Fourth Climate Change Assessment Summary Report; California Energy Commission; 2019

cross-jurisdictional coordination and collaboration. SCAG’s most recent long-range plan, “Connect SoCal,” features strategies that can reduce the region’s GHG emissions if implemented. Connect SoCal includes goals for the region to adapt to a changing climate, promote conservation of natural and agricultural lands and restoration of habitats, promote healthy and equitable communities, and encourage regional economic prosperity.

Further, SCAG has developed a SoCal Climate Adaptation Planning Guide for local jurisdictions to utilize in identifying vulnerable areas and implementing adaptation strategies to reduce climate related hazards in their communities. As part of a larger Climate Adaptation Framework, SCAG launched a Climate Talks Outreach Strategies Toolkit for local jurisdictions and community-based organizations to engage with residents and better understand how climate change is affecting local communities. The Framework also includes tools that help the region to work together to plan and prepare for the impacts of sea level rise, extreme heat, increasingly frequent and damaging wildfires, and other climate-related issues.

Southern California’s natural and working lands – forests, rangelands, farms, wetlands, coast, deserts, and urban greenspaces – sustain the region’s economy, help to reduce greenhouse gas emissions in the atmosphere, support the region’s unique biodiversity, and provide opportunities for land management strategies. Thus, SCAG is also developing a Southern California Greenprint that will be a new online regional mapping tool that highlights the benefits of natural lands, waters and agricultural lands, including access to parks and trails, habitat protection and connectivity, food production and increased resilience to climate change.

In moving forward with implementation of the Connect SoCal plan and Program Environmental Impact Report (PEIR), and in light of recommendations from members of the Energy and Environment Committee (EEC), the Resolution states that SCAG will pursue a number of activities to address climate change, including mitigation and adaptation, to strengthen regional resilience. These include developing a regional resilience framework to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California; initiating a regional climate planning network that will provide technical assistance for local climate adaptation and mitigation initiatives; providing resource support and technical assistance for local jurisdictions to integrate climate planning in their local planning activities; initiating a regional advanced mitigation program (RAMP) as described in the Connect SoCal PEIR; developing a work plan to advance the Accelerated Electrification strategy envisioned in Connect SoCal; and, evaluating the economic and job creation benefits of climate adaptation and mitigation practices for inclusion in regional planning efforts. Further, the Resolution states that the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) will include mitigation analysis and strategies, and that SCAG will continue to develop programs and outreach strategies to support adaptation to address regionally significant vulnerabilities and long-term regional resilience

planning at the local level. Finally, SCAG's Planning Director will report to the EEC on a quarterly basis on the progress of these efforts.

With over 40 jurisdictions in the SCAG region having incorporated climate adaptation and mitigation strategies in local planning efforts, this Resolution follows regional and local actions that advance the State of California's Global Warming Solutions Act of 2006, known as AB 32, as well as its associated legislation, SB 32 (2016), which established targets for GHG reductions from all sources in California 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

FISCAL IMPACT:

Work for this effort is funded in SCAG's Fiscal Year 2020-2021 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis).

ATTACHMENT(S):

1. Resolution No. 21-628-1



RESOLUTION NO. 21-628-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING A CLIMATE EMERGENCY IN THE SCAG REGION AND CALLING ON LOCAL AND REGIONAL PARTNERS TO JOIN TOGETHER TO IMPROVE REGIONAL RESILIENCE AND REDUCE HAZARDS FROM A CHANGING CLIMATE

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

REGIONAL COUNCIL OFFICERS

President Rex Richardson, Long Beach

First Vice President Clint Lorimore, Eastvale

Second Vice President Jan C. Harnik, Riverside County Transportation Commission

Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

COMMITTEE CHAIRS

Executive/Administration Rex Richardson, Long Beach

Community, Economic & Human Development Jorge Marquez, Covina

Energy & Environment David Pollock, Moorpark

Transportation Cheryl Viegas-Walker, El Centro

WHEREAS, the Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

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

WHEREAS, our changing climate represents a threat to the region's economic security, public safety, health and wellness, transportation system, infrastructure, natural systems, and overall quality of life; and

WHEREAS, steadily increasing global temperatures attributable to climate change have heightened the severity, duration, cost and risk of wildfires; are escalating rising sea levels; and are contributing to more frequent extreme weather including intense precipitation, prolonged drought, and excessive heat events; and

WHEREAS, California experienced a record number of dry heat days in 2020 due to a changing climate, and experienced over 6,000 fires that burned millions of acres, making 2020 the largest wildfire season recorded in the state's modern history according to the California Department of Forestry and Fire Protection¹; and

WHEREAS, economic costs from wildfires include resources involved in fighting the fires, damage to property, health care bills, costs of disrupted business, lost tax revenue, and decreased property values, and are estimated to sum to \$10 billion dollars in 2020²; and

¹ <https://www.fire.ca.gov/stats-events/>; Accessed October 12, 2020

² Cowan, Jill. "How Much Will the Wildfires Cost?" <https://www.nytimes.com/2020/09/16/us/california-fires-cost.html>. Accessed October 12, 2020.

Attachment: Resolution No. 21-628-1 [Revision 1] (Climate Change Action Resolution)

WHEREAS, wildfires have a direct linkage to respiratory health, and researchers at Stanford University found that recent wildfire smoke in California resulted in over 1,200 preventable deaths³; and

WHEREAS, as witnessed during the COVID-19 pandemic, long-term exposure to poor air quality exacerbated by wildfires increases vulnerability to those experiencing the most severe COVID-19 outcomes; and

WHEREAS, a changing climate presents many potential hazards to Southern California residents now and into the future, since roughly 1.8 million people live in very high fire hazard severity zones, over 300,000 people reside in “100-year”⁴ flood hazard areas, more than 350,000 residents live in areas estimated to be impacted by three feet of sea level rise (conservatively projected to occur by 2050), and over 6 million people live in areas subject to extreme heat health events; and

WHEREAS, heat-related events occurring from 1999 to 2009 resulted in about 11,000 excess hospitalizations in California, and indicators show that the number and intensity of extreme heat-health events will worsen drastically throughout the state by midcentury; and

WHEREAS, the recent 2012-2016 drought was exacerbated by unusual warmth and disproportionately low Sierra Nevada snowpack levels, serving as indicators of projected dry spells in future decades where impacts will likely be worsened by increased heat⁵; and

WHEREAS, one-third of the SCAG region’s residents live in areas recognized as disadvantaged communities and are disproportionately vulnerable to shocks and stresses to their resilience, including heightened health risks from worsening air quality and extreme heat, as well as the resulting economic instability from climate hazards, amongst other concerns⁶; and

WHEREAS, annual costs from climate change hazards are projected to exceed \$113 billion by 2050 – an expense of thousands of dollars per resident in California each year⁷; and

WHEREAS, climate-safe infrastructure offers sustainable and adaptive solutions that can improve resilience in the face of shocks and stresses caused by a changing climate, and can provide well-paying jobs and workforce training opportunities for local residents since every dollar invested in infrastructure generates more than two dollars in economic output and jobs⁸; and

³ Burke, Marshall and Sam Heft-Neal. Indirect mortality from Wildfires in California. <http://www.g-feed.com/2020/09/indirect-mortality-from-recent.html>. Accessed October 12, 2020.

⁴ Areas known as Special Flood Hazard Areas (SFHAs) defined as areas that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year.

⁵ California’s Fourth Climate Change Assessment Summary Report; California Energy Commission; 2019

⁶ ibid

⁷ ibid

⁸ Paying it Forward: The Path Toward Climate-Safe Infrastructure in California; California Natural Resources Agency; 2018

WHEREAS, impacts from climate change in the SCAG region will be most acutely felt by children, seniors, low income populations, communities of color, and residents with unstable economic or housing situations; and

WHEREAS, disruptions from a changing climate will impact to varying degrees our region's public health, vulnerable populations, economy, natural resources, built environment, transportation system, housing and water supplies, utility infrastructure and emergency services; and

WHEREAS, the Office of the Governor has issued a series of executive orders that seek to address a range of aspirational climate mitigation and adaptation related goals for achieving carbon neutrality; conserving and managing land and coastal waters; supporting robust zero-emission vehicle deployment; providing cleaner energy sources; forging partnerships and taking actions to help achieve these goals; and

WHEREAS, SCAG has been a leader in advancing the State of California's Global Warming Solutions Act of 2006 known as AB 32 and the Clean Energy and Pollution Reduction Act of 2015 known as SB 350, through its implementation of Senate Bill 375 (2008), as well as greenhouse gas reduction programs that advance objectives of Senate Bill 32 (2016), which establish targets for greenhouse gas reductions from all sources in California 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050; and

WHEREAS, Southern California will require transformative change across every sector of the economy in order to achieve 2030 and 2050 greenhouse gas reduction targets, and building a low-carbon economy requires an early start and continuous progress on decarbonization; and

WHEREAS, SCAG's most recent long-range plan, Connect SoCal, features strategies that will reduce the region's greenhouse gas emissions and includes goals for the region to adapt to a changing climate, promote conservation of natural and agricultural lands and restoration of habitats, promote healthy and equitable communities, and encourage regional economic prosperity; and

WHEREAS, the Southern California region has successfully adopted a Sustainable Communities Strategy (SCS) that has addressed the California Air Resources Board's established per-capita greenhouse gas reduction targets since the enactment of Senate Bill 375 over three quadrennial planning cycles; and

WHEREAS, Southern California's natural and working lands – forests, rangelands, farms, wetlands, coast, deserts, and urban greenspaces – sustain the region's economy, help to reduce greenhouse gas emissions in the atmosphere, support the region's unique biodiversity; and

WHEREAS, SCAG is developing a Southern California Greenprint that will be a new online regional mapping tool that will highlight the benefits of natural lands, waters and agricultural lands, including access to parks and trails, habitat protection and connectivity, food production and increased resilience to climate change; and

WHEREAS, SCAG conducted a long-term greenhouse gas reduction analysis for Southern California, i.e. the 2050 Pathways Report, which suggested common areas where local and regional policy actions could focus on decarbonization efforts including energy efficiency, smart growth, and electric vehicles; and

WHEREAS, SCAG has long recognized innovative planning and local planning projects that best coordinate land use and transportation actions to improve the mobility, livability, prosperity, and sustainability within the region through the Green Region Initiative Sustainability Indicators; and

WHEREAS, SCAG established the Sustainable Communities Program to fund local jurisdictions' natural resource plans, climate action plans (CAPs), and greenhouse gas reduction programs among other initiatives, and has supported over 200 projects since 2005; and

WHEREAS, over 40 jurisdictions in the SCAG region have adopted climate action plans at the local level to reduce their greenhouse gas emissions and better prepare their communities for a changing climate; and

WHEREAS, in parallel to greenhouse gas reduction efforts, it has become clear the region needs to prepare to increase its resilience and adapt to a changing climate; and

WHEREAS, Southern California will need to adapt and become more resilient to the impacts of climate change by implementing strategies and programs at the regional and local level to tackle environmental, social and economic challenges; and

WHEREAS, SCAG has developed a SoCal Climate Adaptation Planning Guide for local jurisdictions to utilize in identifying vulnerable areas and implementing adaptation strategies to reduce climate related hazards in their communities; and

WHEREAS, SCAG launched a Climate Talks Outreach Strategies Toolkit for local jurisdictions and community-based organizations to engage with residents and better understand how climate change is affecting local communities; and

WHEREAS, SCAG's Climate Adaptation Framework includes tools that help the region to work together to plan and prepare for the impacts of sea level rise, extreme heat, increasingly frequent and damaging wildfires, and other climate-related issues; and

WHEREAS, SCAG is a founding member of the Governor's Technical Advisory Council for California's Integrated Climate Adaptation and Resiliency Program (ICARP), established by

SB 246, (2015) to develop a cohesive and coordinated response to the impacts of climate change across the state; and

WHEREAS, consistent with Regional Council Resolution 20-623-2, health, socio-economic, and racial equity considerations should be included in regional policymaking addressing climate hazards and SCAG will work in partnership with others to close the gap of racial injustice and better serve our communities of color, and in so doing, serve all the people of the region.

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of SCAG affirms a commitment to promote regional climate adaptation and resilience, and reduce greenhouse gas emissions, which represent a threat to the region’s economic security, public safety and health, transportation infrastructure, natural systems, and overall quality of life.

BE IT FURTHER RESOLVED:

1. SCAG shall develop a regional resilience framework to help the region plan and prepare for a changing climate, as well as potential near- and long-term disruptions to Southern California, such as earthquakes, extreme weather, drought, wildfires, pandemics and economic shocks.
2. SCAG shall initiate a regional climate planning network that will provide technical assistance for local jurisdictions’ climate planning initiatives – including consensus building exercises and an information hub featuring a framework of effective mitigation strategies for cities and counties to use in climate action plans (CAPs) as well as a library of model policies that collectively foster climate change mitigation, adaptation, and resilience.
3. SCAG shall establish partnerships to support local jurisdictions’ climate adaptation and mitigation initiatives, including identifying funding resources to support Climate Action Plans, General Plan Safety Element updates, local hazard mitigation infrastructure financing plans, electric vehicle permitting, urban heat mitigation plans, organic waste reduction plans, wildlife corridor restoration plans, greenway connectivity master plans, among other efforts.
4. SCAG shall develop a regional advanced mitigation program (RAMP) as envisioned in Connect SoCal for regionally significant transportation projects to mitigate environmental impacts.
5. SCAG shall develop a work plan to advance the Accelerated Electrification strategy adopted in Connect SoCal to provide a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit and goods movement vehicles to go beyond benefits achieved through state mandates alone.

6. SCAG shall evaluate the economic and job creation benefits of climate adaptation and mitigation practices for inclusion in regional planning efforts, and an inclusive economic recovery strategy for Southern California.
7. SCAG shall include climate adaptation and mitigation analysis and strategies in the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).
8. SCAG shall develop programs and outreach strategies to support near-term adaptation to address regionally significant vulnerabilities in the region and long-term regional resilience planning.
9. SCAG's Planning Director shall report to the EEC on a quarterly basis on the progress of these efforts.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this seventh day of January, 2021.

Rex Richardson
President, SCAG
Councilmember, Long Beach

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Ruben Duran
Board Counsel



Southern California Association of Governments
Remote Participation Only
January 7, 2021

NO. 626
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, NOVEMBER 5, 2020

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 of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20. A quorum was present.

Members Present

Hon. Rex Richardson, President
Hon. Clint Lorimore, 1st Vice President
Hon. Jan Harnik, 2nd Vice President
Hon. Bill Jahn, Imm. Past President
Supervisor Luis Plancarte
Supervisor Don Wagner
Supervisor Karen Spiegel
Supervisor Curt Hagman
Supervisor Linda Parks
Hon. James Predmore
Hon. Alan D. Wapner
Hon. Peggy Huang
Hon. Mike T. Judge
Hon. Ben Benoit
Hon. Cheryl Viegas-Walker
Hon. Kathleen Kelly
Hon. Rey Santos
Hon. Zak Schwank
Hon. Frank Navarro
Hon. Larry McCallon

Long Beach
Eastvale

Big Bear Lake

El Centro
Palm Desert
Beaumont
Temecula
Colton
Highland

District 29
District 4
RCTC
District 11
Imperial County
Orange County
Riverside County
San Bernardino County
Ventura County
ICTC
SBCTA
TCA
VCTC
Air District Representative
District 1
District 2
District 3
District 5
District 6
District 7

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

Members Present - continued

Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
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. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Charles Puckett	<i>Tustin</i>	District 17
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O’Neil	<i>Anaheim</i>	District 19
Hon. Dean Grose	<i>Los Alamitos</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. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Jack Hadjinian	<i>Montebello</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Meghan Sahli-Wells	<i>Culver City</i>	District 41
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. David Shapiro	<i>Calabasas</i>	District 44
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Tim Holmgren	<i>Fillmore</i>	District 47
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Lyn Semeta	<i>Huntington Beach</i>	District 64
Hon. Rita Ramirez	<i>Victorville</i>	District 65
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Hector Pacheco	<i>San Fernando</i>	District 67



Members Present - continued

Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member
Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large

Members Not Present

Supervisor Kathryn Barger		Los Angeles County
Supervisor Hilda Solis		Los Angeles County
Hon. Miguel Pulido		OCTA
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Jeannine Pearce	<i>Long Beach</i>	District 30
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. David Ryu	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Marisela Magana	<i>Perris</i>	District 69

Staff Present

Kome Ajise, Executive Director
 Darin Chidsey, Chief Operating Officer
 Debbie Dillon, Chief Strategy Officer
 Justine Block, Acting Chief Counsel/Director of Legal Services
 Ruben Duran, Board Counsel
 Art Yoon, Director of Policy and Public Affairs

Sarah Jepson, Director of Planning
Erika Bustamante, Acting Chief Financial Officer
Julie Shroyer, Chief Information Officer
Peter Waggoner, Office of Regional Council Support
Maggie Aguilar, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Richardson called the meeting to order at 12:31 p.m. President Richardson asked Immediate Past President Bill Jahn, Big Bear Lake, District 11, to lead the Pledge of Allegiance.

PRESENTATION

President Richardson provided welcoming remarks for Wade Crowfoot, California Secretary for Natural Resources. Secretary Crowfoot began his presentation by acknowledging the role of local government in ensuring prosperity and protection of public health and safety. He outlined the work of the California Natural Resources Agency in scientific research to inform planning and protect residents. He discussed hazards facing California, such as earthquake, drought, flooding, wildfire and heat, as well as climate change's influence on such hazards. He spoke to 2020 wildfire season in California, noting its unprecedented severity. He explained the observed trend of increased severity of wildfires driven by warming winter temperatures, causing earlier drying and warming summer temperatures, thus worsening the spread of wildfires. He acknowledged the leadership of local fire agencies in response. He noted record-breaking temperatures throughout the state experienced this year. He discussed future risk of drought depending on forthcoming winter conditions and flooding, with potential effects on housing, beaches and infrastructure.

In considering responses to such hazards in California, Secretary Crowfoot emphasized the importance of supporting regional leadership, given regionally-specific challenges, through research and funding. He elaborated upon a state-level climate resilience bond, which would cause funding to flow to jurisdictions. He also addressed ways to cut the "green tape" and modify state processes to eliminate barriers for implementation of resilience-building projects in local communities. In closing, he reviewed current challenges and expressed optimism in economic recovery. He stressed collaboration in order to reduce wildfires, create resilience, address flooding and protect coastal assets.

President Richardson recognized Secretary Crowfoot's remarks about local cities' needs for preparing climate action adaptations. He discussed the City of Long Beach's Climate Action Adaption Plan and barriers to implementation, such as a lack of a dedicated stream of funding. President Richardson talked about the importance of balancing multiple fronts of current crises in local government, from fiscal to public health to climate.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, thanked Secretary Crowfoot for his presentation and commented that drought and the diversification of water sources are outside of cities' control. She noted that Imperial County cities' water comes from the Imperial Irrigation District. She asked how to balance the need to create new housing units with the need of

providing water to these units. Secretary Crowfoot spoke about the State's Water Resilience Portfolio, which includes a goal of maintaining the backbone of water storage and conveyance. He clarified that the responsibilities for water system are shared between state and region, and he recognized differences of challenges throughout the state. He spoke to efforts relevant to local jurisdictions, such as encouraging water usage reductions and localized conservation. Finally, he noted Assembly Bill (AB) 1282, a permit-streamlining effort to help develop Proposition 1 transportation projects more quickly by identifying collaboration opportunities amongst state agencies and reducing roadblocks.

Regional Councilmember Alan Wapner, SBCTA, commented on legislative advocacy by the National League of Cities to expand the National Flood Insurance Program so that the program covers all natural disasters, including wildfires and earthquakes. Regional Councilmember Wapner asked if the State was pursuing a similar effort at a national level. Secretary Crowfoot acknowledged the issue of Californians obtaining home insurance as a result of wildfires, and he expressed a desire to learn more about the approach of the National League of Cities in this area.

Regional Councilmember Meghan Sahli-Wells, Culver City, District 41, thanked Secretary Crowfoot for his leadership and reiterated the time-sensitive nature of the issues at hand. Regional Councilmember Sahli-Wells commented on the importance of funding for multi-benefit projects, providing an example of Measure W funding in Los Angeles County. She also commented on the notion of the just transition, citing an example of the phase-out of oil drilling in Culver City and emphasizing that investments in the environment have enormous economic opportunity. Secretary Crowfoot agreed with prioritizing multi-benefit projects and noted the importance of allowing families and communities benefitting from the fossil fuel industry to maintain prosperity.

Supervisor Linda Parks, Ventura County, asked Secretary Crowfoot to provide more information about Governor Newsom's 30 by 30 goal and how this connects with hazard mitigation. Secretary Crowfoot explained the State's simultaneous goal of creating housing and conserving land for environmental benefits. He provided further background on Governor Newsom's Executive Order and next steps. He commented on housing growth and the State's goals in ensuring that this growth avoids harm.

President Richardson thanked Secretary Crowfoot for his presentation.

President Richardson introduced new Regional Councilmember Kevin de León, Los Angeles, District 61. Regional Councilmember de León provided remarks to the Regional Council and outlined local issues affecting his jurisdiction and the region, from homelessness to climate change. He spoke about the unity of the region in addressing such concerns, particularly homelessness.

PUBLIC COMMENT PERIOD

President Richardson opened the Public Comment Period and outlined instructions for public

comments.

Board Counsel Ruben Duran stated that there were no written public comments received by email. Mr. Duran and SCAG staff confirmed that there were no public comment speakers.

President Richardson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

INFORMATION ITEM

1. SoCal Climate Adaptation Planning Guide

President Richardson introduced Kimberly Clark, Program Manager, to provide a presentation. Ms. Clark spoke on the recently published SoCal Climate Adaptation Planning Guide, which is part of SCAG's larger Southern California Regional Climate Adaptation Framework funded by Senate Bill (SB) 1 from a competitive grant. She stated SCAG established this effort to provide tools and resources to local jurisdictions and build resilience in the region. She outlined components of the framework, such as outreach and communications strategies; vulnerability mapping and assessment tools; and finance and funding guidance. She introduced consultant David Von Stroh of Cambridge Systematics, who discussed analyses and phases guiding climate adaptation planning. He continued by displaying maps of risks' widespread impacts, and he shared regulatory requirements which motivate this work, such as SB 379, SB 1035 and SB 1000. He elaborated on tools that have been developed through this framework, and he provided additional details on adaptation strategies worksheets and model policies.

ACTION/DISCUSSION ITEM

2. Sustainable Communities Program - Housing & Sustainable Development Call for Applications

President Richardson introduced Sarah Jepson, Planning Director, to provide a presentation. Ms. Jepson provided background on the Sustainable Communities Program (SCP), stating that it is a piece of pandemic recovery strategy and local assistance being provided by SCAG, as presented to the Regional Council in September with Connect SoCal. She outlined four main areas that SCP is designed to support: Active Transportation & Safety; Housing and Sustainable Development; Smart Cities, Mobility Innovation, and Transportation Demand Management; and Green Region. She provided information on SCP's guidelines and timeline, if approved by the Regional Council, and

SCP's application and review process. She stated that SCP is intended to support Connect SoCal and complement resources provided to local jurisdiction through the Regional Early Action Planning (REAP) and Local Early Action Planning (LEAP) programs.

A MOTION was made (Jahn) to approve the Housing and Sustainable Development Guidelines and authorize staff to release the Call for Applications. Motion was SECONDED (Navarro). The motion passed by the following roll call votes:

FOR: ASHTON, BACERRA, BEAMAN JACINTO, BENOIT, BOYLES, BROWN, BUCKNUM, CARROLL, DE RUSE, DEVINE, FINLAY, GARCETTI, GAZELEY, GROSE, HADJINIAN, HAGMAN, HAMADA, HARNIK, HOLMGREN, HUANG, JAHN, JUDGE, KELLY, LORIMORE, LY, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MINAGAR, NAVARRO, NGUYEN, O'NEIL, PARKS, PLANCARTE, POLLOCK, PREDMORE, PUCKETT, C. RAMIREZ, RICHARDSON, ROBERTSON, SAHLI-WELLS, SANDOVAL, SANTOS, SCHWANK, SEMETA, SHAPIRO, SIMONOFF, SOLACHE*, SPIEGEL, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (54)

AGAINST: NONE (0)

ABSTAIN: NONE (0)

While the voting results were being reviewed, Regional Councilmember José Luis Solache, Lynwood, District 26, informed President Richardson and SCAG staff that he was experiencing technical difficulties and intended to vote "For" the motion for Agenda Item No. 2. The vote for Regional Councilmember Solache* is annotated above.

President Richardson made a point of privilege to acknowledge Regional Councilmember Eric Garcetti, Los Angeles, Member-at-Large, for brief remarks regarding recent election results.

CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting - October 1, 2020
4. 2021 Meeting Schedule of Regional Council and Policy Committees
5. Resolution No. 20-626-1 Regarding the SCAG 2020 Title VI Program

-
6. Public Release of Transportation Conformity Analysis for Draft 2021 Federal Transportation Improvement Program (FTIP)
 7. Release of the Draft 2021 Federal Transportation Improvement Program (FTIP)
 8. Last Mile Freight Program Draft Guidelines
 9. Contracts \$200,000 or Greater: 21-005-C01, State Advocacy
 10. Contracts \$200,000 or Greater: 21-009-C01, Transit Asset Management
 11. Contract Amendment Greater Than 30% of the Contract's Original Value and \$75,000 or Greater: Contract No. 21-012-C01, Microsoft Enterprise Software License Agreement
 12. SCAG Memberships and Sponsorships

Receive and File

13. Overview of 2022 South Coast Air Quality Management Plan and Near-term Air Quality Planning Challenges
14. California High-Speed Rail Los Angeles to Anaheim Section
15. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
16. CFO Monthly Staff Report

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, commented on Agenda Item No. 14, California High-Speed Rail Los Angeles to Anaheim Section, and action taken by the Transportation Committee and its meeting earlier today regarding this item, in which SCAG staff was given direction to arrange for High Speed Rail Authority and the railroad to provide a presentation. Regional Councilmember Viegas-Walker asked Regional Councilmember Larry McCallon, Highland, District 7, if he would like to provide additional detail. Regional Councilmember McCallon stated that his comments should be reflected in the Transportation Committee Minutes.

President Richardson asked Sarah Jepson, Planning Director, for a brief update on this item so that Regional Councilmembers could better understand its significance. Executive Director Kome Ajise responded that SCAG has been working with SBCTA and AQMD in talking to the High-Speed Rail

Authority about this issue, and that SCAG will continue to survey the issue. He mentioned that the impact was not originally in project's scope, and this is a late-scope development that is important to raise, so as high speed rail defines the project through the environmental process, they are full in terms of disclosure of the impact, how impact can be avoided or mitigated and how mitigations can become part of the project. He stated that CEO of the High-Speed Rail Authority is aware of concerns upon many conversations. Mr. Ajise referred to details within the staff report for further information, including two letters which he co-signed. He closed by stating that more relevant items will be brought to the Transportation Committee and Regional Council if necessary.

A MOTION was made (Jahn) to approve the Consent Calendar, Agenda Item Nos. 3-16. Motion was SECONDED (Solache). The motion passed by the following roll call votes:

FOR: ASHTON, BACERRA, BEAMAN JACINTO, BENOIT, BOYLES, BROWN, BUCKNUM, CARROLL, DE RUSE, DEVINE, FINLAY, GARCETTI, GAZELEY, GROSE, HADJINIAN, HAGMAN, HAMADA, HARNIK, HOFBAUER, HOLMGREN, HUANG, JAHN, JUDGE, KELLY, LORIMORE, LY, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MINAGAR, NAVARRO, NGUYEN, O'NEIL, PARKS, PLANCARTE, POLLOCK, PREDMORE, PUCKETT, C. RAMIREZ, RICHARDSON, SAHLI-WELLS, SANDOVAL, SANTOS, SCHWANK, SEMETA, SHAPIRO, SIMONOFF, SOLACHE*, SPIEGEL, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (54)

AGAINST: NONE (0)

ABSTAIN: NONE (0)

BUSINESS REPORT

President Richardson stated that the Dodgers are the World Champions, making this the second professional sports championship won by a Los Angeles team this year.

President Richardson introduced Mr. Randall Lewis, Business Representative, who provided a business report on housing and the economy. Mr. Lewis stated that housing continues to be "red hot," with sales in the Inland Empire up seven percent year-over-year, but he speculated that this trend may not continue. He encouraged refinancing in consideration of current low interest rates. He noted that apartment occupancy is very strong but warned about a possible eviction cliff, which may pose a problem in 2021. He reviewed the retail market, listing recent closings and bankruptcies. He postulated that closings and bankruptcy announcements may slow in the next month, saying that retailers who have survived thus far will want to capitalize on the holiday season, but he predicted additional closings in January.

Mr. Lewis commended Secretary Crowfoot for his presentation and work on climate change, and he spoke to businesses' investments and decisions related to climate change. He reiterated the statement that "winning slowly is losing" in terms of climate change action. He discussed recent statewide ballot propositions and their impact on rent control and the housing market as a whole. He elaborated on election results and their potential influence on the economy, the stock market and tax policy. He spoke about the fear of civil unrest regionally and nationally, and he talked about the "California Exodus," a trend of high-net-worth individuals leaving the state due to taxes and the business climate. He continued by discussing stimulus packages, unemployment and interest rates in response to the ongoing pandemic. In closing, he emphasized the importance of consensus-building for the region, state and country to thrive.

President Richardson spoke about recent regional developments, departures and expansions seen in industries and the business community.

PRESIDENT'S REPORT

President Rex Richardson began his report by recognizing outgoing Regional Councilmembers Bill Jahn, Rusty Bailey, Steve Nagel, Jeannine Pearce, Chuck Puckett, Miguel Pulido, Lyn Semeta, Meghan Sahli-Wells and Herb Wesson. He noted that, depending on election results, Regional Councilmembers Mike Carroll, Dean Grose, Jack Hadjinian, Tim Holmgren, James Predmore, Carmen Ramirez and David Ryu may also be outgoing. He thanked all affected members for their service.

President Richardson provided an update on the RHNA Litigation Study Team, which met on November 2, 2020, per request of Regional Councilmember Peggy Huang, TCA. The Study Team discussed a recent Freddie Mac report on housing supply and a request to revisit options related to California Department of Housing and Community Development (HCD) housing needs determination for the SCAG region. After deliberation, a majority of Study Team members recommended that SCAG leadership continue dialogue with HCD and not pursue litigation against HCD at this time.

Regional Councilmember Wendy Bucknum, Mission Viejo, District 13, asked for more details regarding the legality of HCD's determination and the dialogue which occurred at the recent Study Team meeting. President Richardson noted that dialogue about potential litigation should occur under Closed Session, and the Study Team discussed whether that was the appropriate path to take. There was consensus within the Study Team that litigation is not the preferred action, but the group shared sentiment over the determination and discussed other possible future actions. Regional Councilmember Bucknum asked Legal Counsel for additional information, and President Richardson asked if SCAG staff would like to add remarks. Executive Director Kome Ajise noted that it is the prerogative of the Regional Council to consider litigation, and this matter can be brought back to Closed Session. He reiterated the consensus of the Study Team not to pursue litigation.

Regional Councilmember Bucknum noted the large quantity of RHNA appeals filed and asked if this can be reduced through action. President Richardson clarified differences between appeals process and potential litigation. Regional Councilmember Bucknum asked to continue relevant discussion at future meetings. President Richardson acknowledged her request.

President Richardson noted that there are no meetings of the Policy Committees or Regional Council in December, but he encouraged members to attend the upcoming 11th Annual Southern California Economic Summit.

Regional Councilmember Trevor O’Neil, Anaheim, District 19, commented on the RHNA Litigation Study Team and the Regional Council’s role in pursuing legal action. He asked staff how to obtain details on the Study Team’s dialogue and suggested a Closed Session of the Regional Council. Board Counsel Ruben Duran acknowledged Regional Councilmember O’Neil’s comments as well as Regional Councilmember Wendy Bucknum’s earlier comments. Mr. Duran discouraged members from engaging in an extended discussion and recommended agendaing a future agenda item for that purpose, if it be the desire of the body. President Richardson asked for members’ input to guide next steps, and he reiterated the consensus of the Study Team.

EXECUTIVE DIRECTOR’S REPORT

Executive Director Kome Ajise announced that SCAG has received concurrence from the California Air Resources Board (CARB) on the Sustainable Communities Strategy (SCS) as approved by the Regional Council in September, and he elaborated on CARB’s response. He provided details on RHNA appeals, stating that 52 appeals were received and the comment period will last until December 10. He continued by mentioning SCAG’s work in addressing the digital divide, and he recognized Supervisor Curt Hagman, San Bernardino County, for his leadership in developing a resolution to be adopted by jurisdictions and to be considered at a future Regional Council meeting. Mr. Ajise provided background on SCAG’s new CFO, Cindy Giraldo, and he thanked Acting CFO Erika Bustamante for her work. In closing, he shared information on the 11th Annual Southern California Economic Summit.

FUTURE AGENDA ITEM/S

There were no additional future agenda items requested.

ANNOUNCEMENT/S

There were no announcements.



ADJOURNMENT

President Richardson adjourned the Regional Council meeting at 2:15 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]



**AGENDA ITEM 3
REPORT**

Southern California Association of Governments
Remote Participation Only
January 7, 2021

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

From: Erika Bustamante, Manager of Budget and Grants,
(213) 236-1892, Bustamante@scag.ca.gov

Subject: Resolution No. 21-628-2 Approving Amendment 3 to the FY
2020-21 Overall Work Program (OWP)

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Adopt Resolution No. 21-628-2, approving Amendment 3 to the FY 2020-21 (FY21) Overall Work Program (OWP) budget and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans).

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 Executive Administration Committee (EAC) and Regional Council (RC) approve a third amendment to the FY21 OWP budget in the amount of \$3.7 million, increasing the budget from \$89.5 million to \$93.2 million. Amendment 3 is a formal amendment that includes: programming unexpended Consolidated Planning Grant (CPG) funds and Transportation Development Act (TDA) funds for ongoing regional transportation projects; adjusting balances for SB 1 Sustainable Communities Formula and Competitive Grants; adjusting balances for various federal and state grants; adjusting staff time allocations in various OWP projects; and adding \$0.2 million for the TDA Capital budget.

BACKGROUND:

On May 7, 2020 the EAC and RC adopted the FY21 Final Comprehensive Budget, which included the FY21 OWP budget in the amount \$88 million. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) subsequently approved SCAG's FY21 OWP on June 30, 2020. Thereafter, SCAG submitted administrative Amendment 1 to the FY21 OWP to add the various federal and state grant extensions approved by Caltrans for the projects experiencing challenges due to COVID-19. Amendment 1 increased the OWP budget from \$88 million to \$89.2 million.

On September 3, 2020 the EAC and RC approved Amendment 2 to the FY21 OWP increasing the budget from \$89.2 million to \$89.5 million for a new grant for the Interstate-710 North Mobility

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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

Hubs Plan under the FY21 Caltrans Sustainable Transportation Planning Grant Program.

In September 2020, Caltrans issued a reconciliation letter to confirm unexpended totals in CPG funds and other state funded grants as of June 30, 2020. The FY21 OWP budget adopted in May 2020 included carryover estimates for CPG funds of \$8.4 million and carryover estimates for State Transportation Planning Grants. This amendment includes adjustments to account for the actual grant balances certified by Caltrans.

DISCUSSION:

Staff recommends that the EAC and RC approve Amendment 3 to the FY21 OWP in the amount of \$3.7 million, increasing the budget from \$89.5 million to \$93.2 million.

Table 1 shows revenue increases of \$3.7 million for the adjustments to federal and state transportation planning grants and the local funds supporting the grants. Attachment 2 includes a list of budget changes.

OWP REVENUES	Amend#2	Amend#3	Change
FHWA PL	\$ 23,289,431	\$ 24,146,028	\$ 856,597
FTA 5303	\$ 15,764,886	\$ 15,491,454	\$ (273,432)
FTA 5304	\$ 630,848	\$ 596,190	\$ (34,658)
FHWA SP&R	\$ 1,439,175	\$ 1,361,071	\$ (78,104)
FEDERAL OTHER	\$ 774,631	\$ 2,682,732	\$ 1,908,101
SB 1 FORMULA GRANT	\$ 14,496,233	\$ 15,384,508	\$ 888,275
SB 1 COMPETITIVE GRANT	\$ 90,301	\$ 135,003	\$ 44,702
SB 1 ADAPTATION GRANT	\$ 212,361	\$ 136,344	\$ (76,017)
SHA COMPETITIVE GRANT	\$ 893,635	\$ 962,058	\$ 68,423
STATE OTHER	\$ 18,511,640	\$ 18,464,681	\$ (46,959)
TDA	\$ 6,786,627	\$ 7,129,510	\$ 342,883
CASH/LOCAL OTHER	\$ 2,455,048	\$ 2,472,216	\$ 17,168
IN-KIND COMMITMENTS	\$ 4,137,102	\$ 4,247,176	\$ 110,074
TOTAL	\$ 89,481,918	\$ 93,208,971	\$ 3,727,053

Table 2 shows the proposed changes to expenditure categories:

- 1) \$648,939 increase for staff resources to support transportation planning grants and adjustments in staff time allocations in various OWP projects.
- 2) \$2,254,727 increase for consultant budget related to various grants.
- 3) \$22,884 increase for local funds to support the grants.
- 4) \$110,074 increase for in-kind commitments to support the grants.

5) \$690,429 increase for other costs to support the grants.

OWP EXPENDITURES	Amend#2	Amend#3	Change
SALARIES	\$ 38,632,141	\$ 39,281,080	\$ 648,939
CONSULTANTS	\$ 42,383,647	\$ 44,638,374	\$ 2,254,727
LOCAL OTHER	\$ 1,402,499	\$ 1,425,383	\$ 22,884
IN-KIND COMMITMENTS	\$ 4,137,102	\$ 4,247,176	\$ 110,074
OTHER COSTS	\$ 2,926,529	\$ 3,616,958	\$ 690,429
TOTAL	\$ 89,481,918	\$ 93,208,971	\$ 3,727,053

FISCAL IMPACT:

Amendment 3 to the FY21 OWP results in an increase of \$3,727,053 from \$89,481,918 to \$93,208,971. After approval by the EAC and RC, the revised budget will be submitted to Caltrans for final approval.

ATTACHMENT(S):

1. Resolution No. 21-628-2
2. List of Budget Changes



RESOLUTION NO. 21-628-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 3 TO THE FISCAL YEAR 2020-21 OVERALL WORK PROGRAM

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

REGIONAL COUNCIL OFFICERS

- President Rex Richardson, Long Beach
First Vice President Clint Lorimore, Eastvale
Second Vice President Jan C. Harnik, Riverside County Transportation Commission
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

COMMITTEE CHAIRS

- Executive/Administration Rex Richardson, Long Beach
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Cheryl Viegas-Walker, El Centro

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

WHEREAS, SCAG has developed the Fiscal Year (FY) 2020-21 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Capital and Debt Service Budget; the General Fund Budget; the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget; and

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

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

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

WHEREAS, SCAG's Regional Council approved the OWP for FY 2020-21 in May 2020, which was subsequently approved by Caltrans in June 2020. Administrative Amendment 1 to the OWP was approved in July 2020 and Amendment 2 was approved in September 2020; and

WHEREAS, this Amendment 3 to the FY 2020-21 OWP will result in a budget increase of \$3.7 million, from \$89.5 million to \$93.2 million; and

WHEREAS, Amendment 3 to the FY 2020-21 OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Regional Council on January 7, 2021.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that Amendment 3 to the FY 2020-21 OWP is approved and adopted.

Attachment: Resolution No. 21-628-2 (Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21 Overall Work Program (OWP))

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes submittal of Amendment 3 to the FY 2020-21 OWP to the participating State and Federal agencies.
2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
3. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
4. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget modifications to the FY 2020-21 OWP based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
5. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, including submittal and execution of the required Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs.
6. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2020-21 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.
7. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programmed under the FY 2020-21 Comprehensive Budget.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of January 2021.

[SIGNATURES ON FOLLOWING PAGE]

Rex Richardson
President, SCAG

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Ruben Duran
Board Counsel

**FY 2020-21 OWP Amendment 3
List of Budget Changes**

Director	Project Task No.	Project Task Name	Budget Change	FTA 5303	FHWA PL	TDA	FTA 5304	FHWA SPR	SHA	FY18 SB1 Formula	FY19 SB1 Formula	FY20 SB1 Formula	FY21 SB1 Formula	FY18 SB1 Competitive	FY18 SB1 Adaptation	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	In-Kind/Cash/Local
Jepson	010-0170.01	RTP Support, Dev. & Policy Implementation	\$ (8,707)		\$ (7,708)													\$ (99)
Jepson	010-2106.02	System Management and Preservation	\$ (14,510)		\$ (12,845)													\$ (1,665)
Jepson	020-0161.04	Environmental Compliance, Coordination & Outreach	\$ 20,000	\$ 20,000														
Jepson	020-0161.04	Assistant Planner LT - IGR/EJ	\$ 79,807		\$ 70,653													\$ 9,154
Jepson	020-0161.04	Assistant Planner LT - IGR/EJ	\$ (100,000)	\$ (100,000)	\$ -													
Jepson	020-0161.06	Junior Planner LT - Equity	\$ 65,864		\$ 58,310													\$ 7,554
Jepson	020-0161.06	Junior Planner LT - Equity	\$ (30,000)	\$ (30,000)	\$ -													
Jepson	020-0161.06	Assistant Planner LT - IGR/EJ	\$ 79,807		\$ 70,653													\$ 9,154
Jepson	020-0161.06	Assistant Planner LT - IGR/EJ	\$ (70,000)	\$ (70,000)	\$ -													
Jepson	030-0146.02	Federal Transportation Improvement Program	\$ (57,246)	\$ (44,116)	\$ (6,564)													\$ (6,566)
Shroyer	045-0142.05	Application Development	\$ 18,864		\$ 16,700													\$ 2,164
Jepson	045-0694.01	GIS Development and Applications	\$ (3,389)		\$ (3,000)													\$ (389)
Jepson	045-0694.01	Department Manager, Growth Forecast	\$ 31,768		\$ 28,124													\$ 3,644
Jepson	045-0694.01	Junior Planner LT - Modeling	\$ 52,692		\$ 46,648													\$ 6,044
Jepson	045-0694.03	Professional GIS Services Program Support	\$ (63,108)		\$ (55,870)													\$ (7,238)
Jepson	045-0694.04	GIS Programming and Automation	\$ (3,389)		\$ (3,000)													\$ (389)
Jepson	045-0694.04	Junior Planner LT - Modeling	\$ 79,036		\$ 69,971													\$ 9,065
Jepson	050-0169.01	RTP/SCS Active Transportation Dev & Implementation	\$ (14,396)		\$ (12,745)													\$ (1,651)
Jepson	050-0169.06	Active Transportation Program	\$ 6,473	\$ 2,644	\$ 3,086													\$ 744
Jepson	050-0169.09	Community Based Organization	\$ (71,420)		\$ (63,228)													\$ (8,192)
Jepson	050-0169.09	Junior Planner LT - Equity	\$ 65,864		\$ 58,309													\$ 7,555
Jepson	050-0169.09	Junior Planner LT - Equity	\$ (85,000)		\$ -	\$ (85,000)												
Jepson	055-0133.06	University Partnership & Collaboration	\$ 74,828	\$ 74,828														
Jepson	055-0133.06	Junior Planner LT - Modeling	\$ (25,000)	\$ (25,000)														
Jepson	055-0704.02	Region Wide Data Collection & Analysis	\$ (30,071)	\$ (20,073)	\$ (6,549)													\$ (3,449)
Jepson	055-0704.02	Department Manager, Growth Forecast	\$ 31,769		\$ 28,125													\$ 3,644
Jepson	055-4856.02	Outreach and Technical Collaboration	\$ (21,036)		\$ (18,623)													\$ (2,413)

Attachment: List of Budget Changes (Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21

**FY 2020-21 OWP Amendment 3
List of Budget Changes**

Director	Project Task No.	Project Task Name	Budget Change	FTA 5303	FHWA PL	TDA	FTA 5304	FHWA SPR	SHA	FY18 SB1 Formula	FY19 SB1 Formula	FY20 SB1 Formula	FY21 SB1 Formula	FY18 SB1 Competitive	FY18 SB1 Adaptation	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	In-Kind/Cash/Local
Jepson	055-4856.02	Department Manager, Growth Forecast	\$ 31,768		\$ 28,124													\$ 3,64
Jepson	055-4856.04	Tax Increment Financing for Sustainable Growth	\$ 24,163		\$ 21,392													\$ 2,77
Jepson	055-4856.04	Tax Increment Financing for Sustainable Growth	\$ 20,611	\$ (22,133)		\$ 12,875												\$ 29,86
Jepson	065-4092.01	GHG Adaptation Framework	\$ 79,018		\$ 69,954													\$ 9,06
Jepson	065-4858.01	Regional Resiliency Analysis	\$ 28,998		\$ 25,672													\$ 3,32
Jepson	070-0130.10	Junior Planner LT - Modeling	\$ (20,000)	\$ (20,000)														
Jepson	070-0130.12	Junior Planner LT - Modeling	\$ (20,000)	\$ (20,000)														
Jepson	070-0130.13	Junior Planner LT - Modeling	\$ (20,000)	\$ (20,000)														
Jepson	070-0132.04	Regional and Subregional Model Coordination/Outreach	\$ (15,813)		\$ (14,000)													\$ (1,81)
Jepson	070-2665.01	Junior Planner LT - Modeling	\$ (30,000)	\$ (30,000)														
Jepson	070-2665.02	Department Manager, Growth Forecast	\$ 31,769		\$ 28,125													\$ 3,64
Shroyer	070-4851.01	Cloud Infrastructure	\$ 11,300	\$ 10,003		\$ 1,297												
Yoon	090-0148.01	Public Information & Communication	\$ -	\$ 244,805	\$ (244,805)													
Flores	095-1533.02	Regional Planning & Policy Intern Program	\$ 50,695	\$ 391,276		\$ (391,276)												\$ 50,69
Flores	095-1533.02	Regional Planning & Policy Intern Program	\$ -	\$ -														
Yoon	095-1633.01	Public Involvement	\$ -		\$ -													
Jepson	100-1630.03	Regional ITS Strategic Plan and Regional ITS Architecture Update	\$ 18,643	\$ 18,643														
Jepson	100-1630.04	Regional ITS Architecture Update - Ph 2	\$ (18,643)	\$ (18,643)														
Jepson	130-0162.18	Goods Movement Planning	\$ (100,000)	\$ (100,000)														
Jepson	130-0162.18	Goods Movement Planning	\$ 112,956		\$ 100,000													\$ 12,95
Jepson	145-4815.01	Montclair Safe Routes to School Plan	\$ 965			\$ 111	\$ 854											
Jepson	145-4815.01	Montclair Safe Routes to School Plan	\$ 27,633				\$ 24,017											\$ 3,61
Jepson	145-4817.01	Mobility Innovations and Pricing	\$ (95,180)			\$ (19,036)		\$ (76,144)										
Jepson	145-4818.01	Westside Mobility Study Update	\$ 762			\$ 87	\$ 675											
Jepson	145-4818.01	Westside Mobility Study Update	\$ 50,659				\$ 44,848											\$ 5,81
Jepson	145-4834.01	Southern California Regional Climate Adaptation Framework (FY18 SB1 Competitive)	\$ (49,498)			\$ (5,682)									\$ (43,816)			
Jepson	145-4834.01	Southern California Regional Climate Adaptation Framework (FY18 SB1 Competitive)	\$ 26,994			\$ 59,195									\$ (32,201)			

Attachment: List of Budget Changes (Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21

**FY 2020-21 OWP Amendment 3
List of Budget Changes**

Director	Project Task No.	Project Task Name	Budget Change	FTA 5303	FHWA PL	TDA	FTA 5304	FHWA SPR	SHA	FY18 SB1 Formula	FY19 SB1 Formula	FY20 SB1 Formula	FY21 SB1 Formula	FY18 SB1 Competitive	FY18 SB1 Adaptation	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	In-Kind/Cash/Local
Jepson	145-4835.01	ADA Paratransit Demand Forecast (FY18 SB1 Competitive)	\$ 3,609			\$ 414								\$ 3,195				
Jepson	145-4835.01	ADA Paratransit Demand Forecast (FY18 SB1 Competitive)	\$ 46,886			\$ 5,379								\$ 41,507				
Jepson	145-4844.01	U.S. 101 Multi-Modal Corridor Study	\$ (31,487)					\$ (9,691)										\$ (21,796)
Jepson	145-4845.01	Inland Empire Comprehensive Corridor Plans	\$ 2,436			\$ 2,555	\$ (119)											
Jepson	145-4845.01	Inland Empire Comprehensive Corridor Plans	\$ (116,961)				\$ (103,505)											\$ (13,456)
Jepson	145-4846.01	Wilmington Freight Mitigation Project	\$ 12,000			\$ 2,400		\$ 9,600										
Jepson	145-4846.01	Wilmington Freight Mitigation Project	\$ 6,399					\$ 5,389										\$ 1,010
Jepson	145-4847.01	Ventura County Freight Corridor Study	\$ 22,664					\$ (1,869)										\$ 24,533
Jepson	145-4865.01	Southern California Goods Movement Communities Freight Impact Assessment	\$ (32,258)			\$ (6,451)		\$ (25,807)										
Jepson	145-4866.01	East San Gabriel Valley Mobility Plan	\$ 5,694			\$ 9,562		\$ (3,868)										
Jepson	145-4867.01	Curb Space Management Study	\$ (1,675)			\$ (247)	\$ (1,428)											
Jepson	145-4885.01	I-710 North Mobility Hubs Plan	\$ (20,000)			\$ 2,920		\$ (22,920)										
Jepson	155-4863.01	Transportation Broadband Strategies to Reduce VMT and GHG	\$ 112,935						\$ 99,982									\$ 12,953
Jepson	155-4864.01	SB 743 VMT Mitigation Assistance Program	\$ -			\$ 31,559		\$ (31,559)										
Jepson	225-3564.10	Go Human -MSRC - Sustainability Planning Grants	\$ 255,157														\$ 255,157	
Jepson	225-3564.11	SCAG 2017 Active Transportation Safety & Encouragement Campaign	\$ 3,445			\$ 3,445												
Jepson	225-3564.11	SCAG 2017 Active Transportation Safety & Encouragement Campaign	\$ 451,543														\$ 290,164	\$ 161,379
Jepson	225-3564.14	SCAG 2019 Local Demonstration Initiative	\$ 14,158														\$ 14,158	
Jepson	225-3564.14	SCAG 2019 Local Demonstration Initiative	\$ (189,453)														\$ (189,453)	
Jepson	225-3564.15	FY20 OTS - Pedestrian and Bicycle Safety Program	\$ (15,663)			\$ (41,682)											\$ 26,019	
Jepson	225-3564.15	FY20 OTS - Pedestrian and Bicycle Safety Program	\$ 333,125														\$ 333,125	
Jepson	225-3564.16	FY21 OTS - Pedestrian and Bicycle Safety Program	\$ 216,161			\$ 116,161											\$ 100,000	
Jepson	225-3564.16	FY21 OTS - Pedestrian and Bicycle Safety Program	\$ 1,150,000														\$ 1,150,000	
Jepson	225-4837.01	SCAG 2017 Active Transportation Local Planning Initiative	\$ (9,267)			\$ (17,223)											\$ 7,956	
Jepson	225-4837.01	SCAG 2017 Active Transportation Local Planning Initiative	\$ (24,954)														\$ 31,438	\$ (56,392)
Jepson	225-4838.01	SCAG 2017 Active Transportation Safety & Encouragement Campaign (Phase 2)	\$ 12,011														\$ 12,011	

Attachment: List of Budget Changes (Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21

**FY 2020-21 OWP Amendment 3
List of Budget Changes**

Director	Project Task No.	Project Task Name	Budget Change	FTA 5303	FHWA PL	TDA	FTA 5304	FHWA SPR	SHA	FY18 SB1 Formula	FY19 SB1 Formula	FY20 SB1 Formula	FY21 SB1 Formula	FY18 SB1 Competitive	FY18 SB1 Adaptation	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	In-Kind/Cash/Local
Jepson	225-4838.01	SCAG 2017 Active Transportation Safety & Encouragement Campaign (Phase 2)	\$ 63,635														\$ 30,526	\$ 33,10
Jepson	225-4839.01	SCAG Active Transportation Disadvantage Communities Plans	\$ 15,291			\$ 15,291												
Jepson	225-4839.01	SCAG Active Transportation Disadvantage Communities Plans	\$ 87,596														\$ 87,596	
Jepson	225-4868.01	Imperial County Project Ride, Walk, Learn	\$ 8,020														\$ 8,020	
Jepson	225-4869.01	San Gabriel Valley Greenway Network Implementation Plan	\$ 10,000														\$ 10,000	
Jepson	267-1241.04	SCAG and DOE/NETL Clean Cities Coalition Coordination	\$ 9,155														\$ 8,793	\$ 36
Giraldo	270-3833.01	Administration of Section 5339	\$ (5,625)			\$ (5,625)												
Jepson	275-4823.01	Sustainability Planning Grant Program - 2016 Call (FY18 SB 1 Formula)	\$ 293,497			\$ 32,395			\$ 250,033									\$ 11,06
Jepson	275-4823.02	Sustainability Planning Grant Program - 2016 Call (FY19 SB 1 Formula)	\$ (54,570)			\$ 683				\$ 5,273								\$ (60,52)
Jepson	275-4823.03	Sustainable Communities Program - 2018 Call (FY19 SB 1 Formula)	\$ 231,666			\$ 26,572				\$ 205,094								
Jepson	275-4823.04	Sustainable Communities Program - 2016 Call (CPG)	\$ 2,204	\$ (89,449)		\$ 91,654												
Jepson	275-4823.05	Sustainable Communities Program - 2018 Call (FY20 SB1 Formula)	\$ 2,864			\$ 2,864												
Jepson	275-4823.05	Sustainable Communities Program - 2018 Call (FY20 SB1 Formula)	\$ (113,780)			\$ (13,051)					\$ (100,729)							
Jepson	275-4881.01	Sustainable Communities Program (SCP) Call for Applications (FY20 SB 1 Formula)	\$ 53,579			\$ 6,146					\$ 47,433							
Jepson	275-4881.01	FTE Changes for Amend#2	\$ (53,579)			\$ (6,146)					\$ (47,433)							
Jepson	275-4882.01	Sustainable Communities Program (SCP) Project Delivery (FY21 SB 1 Formula)	\$ 73,803			\$ 8,465						\$ 65,338						
Jepson	280-4824.01	Future Communities Pilot Program (FY18 SB 1 Formula)	\$ 44,919			\$ 5,152			\$ 39,767									
Jepson	280-4824.02	Future Communities Pilot Program (FY19 SB 1 Formula)	\$ (439,614)			\$ (1,247)				\$ (9,626)							\$ (314,368)	\$ (114,37
Jepson	280-4832.01	FY18 Regional Data Platform (FY18 SB 1 Formula)	\$ 185,307			\$ 21,255			\$ 164,052									
Jepson	280-4832.03	Regional Data Platform (FY20 SB 1 Formula)	\$ 93,115			\$ 93,115					\$ -							
Jepson	280-4832.03	FTE Changes for Amend#2	\$ 64,997			\$ 7,455					\$ 57,542							
Jepson	280-4840.01	Future Communities Framework (FY19 SB 1 Formula)	\$ 45,822			\$ 5,256				\$ 40,566								
Jepson	280-4859.01	Regional Aerial and Related Product Capture (FY20 SB1 Formula)	\$ (76,048)			\$ (8,723)					\$ (67,325)							
Jepson	290-4826.01	SCS Scenario Development & Outreach (FY18 SB 1 Formula)	\$ 278,335			\$ 31,925			\$ 246,410									
Jepson	290-4827.02	Mobility Innovations & Incentives - Revealed Preference Demonstration Study (FY19 SB 1 Formula)	\$ (50,000)			\$ (40,145)				\$ (9,855)								
Jepson	290-4827.02	Mobility Innovations & Incentives - Revealed Preference Demonstration Study (FY19 SB 1 Formula)	\$ 92,194			\$ 44,985				\$ 47,209								

Attachment: List of Budget Changes (Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21

**FY 2020-21 OWP Amendment 3
List of Budget Changes**

Director	Project Task No.	Project Task Name	Budget Change	FTA 5303	FHWA PL	TDA	FTA 5304	FHWA SPR	SHA	FY18 SB1 Formula	FY19 SB1 Formula	FY20 SB1 Formula	FY21 SB1 Formula	FY18 SB1 Competitive	FY18 SB1 Adaptation	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	In-Kind/Cash/Local
Jepson	290-4828.02	Mobility Innovations & Incentives - Equity Analysis (FY19 SB 1 Formula)	\$ (50,000)			\$ (40,145)					\$ (9,855)							
Jepson	290-4828.02	Mobility Innovations & Incentives - Equity Analysis (FY19 SB 1 Formula)	\$ 76,875			\$ 43,228					\$ 33,647							
Jepson	290-4829.02	Integrated Passenger and Freight Rail Forecast (FY20 SB 1 Formula)	\$ 22,720			\$ 2,606						\$ 20,114						
Jepson	290-4830.03	Housing Monitoring for SCS (FY21 SB 1 Formula)	\$ 168,444			\$ 19,320							\$ 149,124					
Jepson	290-4830.03	Housing Monitoring for SCS (FY21 SB 1 Formula)	\$ 33,259			\$ 3,815							\$ 29,444					
Jepson	290-4841.02	RTP/SCS Land Use Policy & Program Development (FY20 SB 1 Formula)	\$ 2,150			\$ 247						\$ 1,903						
Jepson	290-4852.01	HQTA/Sustainable Communities Initiative (FY20 SB 1 Formula)	\$ (33,003)			\$ (3,785)						\$ (29,218)						
Jepson	290-4852.01	HQTA/Sustainable Communities Initiative (FY20 SB 1 Formula)	\$ (270)			\$ (31)						\$ (239)						
Jepson	290-4862.01	Regional Planning for Open Space Strategic Plan (FY19 SB 1 Formula)	\$ 17,115			\$ 17,115												
Jepson	290-4862.01	Regional Planning for Open Space Strategic Plan (FY19 SB 1 Formula)	\$ 3,967			\$ 455					\$ 3,512							
Jepson	290-4862.02	Regional Planning for Open Space Strategic Plan (FY21 SB 1 Formula)	\$ 75,000			\$ 8,603							\$ 66,397					
Jepson	300-4872.01	REAP Grant SCS Integration	\$ (6,000,000)													\$ (6,000,000)		
Jepson	300-4872.01	REAP Grant SCS Integration	\$ (1,833,960)													\$ (1,833,960)		
Jepson	300-4872.03	REAP Grant Partnerships and Outreach	\$ 493,445													\$ 493,445		
Jepson	300-4872.03	REAP Grant Partnerships and Outreach	\$ 4,200,000													\$ 4,200,000		
Jepson	300-4872.05	REAP Grant Housing Policy Solutions	\$ 542,584													\$ 542,584		
Jepson	300-4872.05	REAP Grant Housing Policy Solutions	\$ 1,700,000													\$ 1,700,000		
Jepson	300-4872.06	REAP Grant Program Administration	\$ 573,094													\$ 573,094		
Jepson	310-4872.03 & 055-1531.01	Deputy Director of Planning - Special Initiatives LT position	\$ 798,517		\$ 335,573											\$ 419,467		\$ 43,47
Jepson	310-4874.01	Connect SoCal Development	\$ (10,636)		\$ (9,416)													\$ (1,220)
Jepson	310-4874.01	Acting Department Manager	\$ 79,422		\$ 70,312													\$ 9,110
Jepson	310-4874.01	Department Manager, Growth Forecast	\$ 19,060		\$ 16,874													\$ 2,186
Jepson	310-4874.02	Key Connections Strategy Team	\$ (40,364)		\$ (35,734)													\$ (4,630)
Jepson	310-4874.02	Acting Department Manager	\$ 79,422		\$ 70,312													\$ 9,110
Jepson	310-4874.03	Planning Studios	\$ 33,235		\$ 29,423													\$ 3,812
Jepson	310-4874.03	Acting Department Manager	\$ 79,422		\$ 70,312													\$ 9,110
Jepson	310-4874.03	Department Manager, Growth Forecast	\$ 12,709		\$ 11,251													\$ 1,458

Attachment: List of Budget Changes (Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21

**FY 2020-21 OWP Amendment 3
List of Budget Changes**

Director	Project Task No.	Project Task Name	Budget Change	FTA 5303	FHWA PL	TDA	FTA 5304	FHWA SPR	SHA	FY18 SB1 Formula	FY19 SB1 Formula	FY20 SB1 Formula	FY21 SB1 Formula	FY18 SB1 Competitive	FY18 SB1 Adaptation	REAP AB 101	Other Grants (OTS, DOE, MSRC, ATP)	In-Kind/Cash/Local
Jepson	310-4874.04	Connect SoCal Performance Measurement & Monitoring	\$ (120,825)		\$ (106,966)													\$ (13,859)
Jepson	310-4874.04	Acting Department Manager	\$ 79,422		\$ 70,312													\$ 9,110
Giraldo	700-4743.01	900 Wilshire Office (Audio Visual Control Room)	\$ 200,000			\$ 200,000												
Flores	810.0120.04	Sr. Human Resources Analyst	\$ -		\$ -													
Chidsey	810.0120.09	Deputy Legal Counsel II	\$ -		\$ -													
Jepson	Various	FTE Changes for Amend#2	\$ (220,957)	\$ (426,216)	\$ 402,776	\$ 183,374		\$ 47,206				\$ -	\$ (310,303)			\$ (94,630)		\$ (23,166)
Jepson	Various	Transportation Modeler IV	\$ (479,381)		\$ (343,341)	\$ (91,557)												\$ (44,483)
TOTAL \$			3,727,053	(273,432)	856,597	342,883	(34,658)	(78,104)	68,423	700,262	305,965	(117,952)	-	44,702	(76,017)	-	1,861,142	127,244

Attachment: List of Budget Changes (Resolution No. 21-628-2 Approving Amendment 3 to the FY 2020-21



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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

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

Subject: Contract Amendment Increasing the Contract Value Over
\$200,000: Contract No. 20-027-C01, Southern California
Regional Housing Study, Amendment No. 2

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Amendment No. 02 to Contract No. 20-027-C01, in an amount not to exceed \$69,705 to Estolano Advisors, to provide additional support regarding housing production centered on a strong jobs/housing balance and provide strategic guidance and support for the development of the Inclusive Economic Recovery Strategy, increasing the contract value from \$197,495 to \$267,200 to enable the consultant to perform the additional work. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 2, 2020, SCAG awarded Contract No. 20-027-C01 to Estolano Advisors to identify potential strategies and tools to expedite the production of housing by investigating opportunities and barriers to producing units of all types for households of all ages, sizes and income levels. The purpose of this amendment is to provide additional support organizing and facilitating 20-30 focus groups convening on housing/jobs balance related to the Inclusive Economic Recovery Strategy.

This amendment increases the contract value above \$200,000 and exceeds 30% of the contract original value. Therefore, in accordance with the SCAG Procurement Manual (dated 04/17/20) Section 9.3, it requires the Regional Council's approval.

BACKGROUND:

Staff recommends executing the following contract amendment that increases the contract value above \$200,000 or greater and exceeds 30% of the contract original value:

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



<u>Consultant/Contract #</u>	<u>Amendment Purpose</u>	<u>Contract Amount</u>
Estolano Advisors (20-027-C01)	The purpose of this amendment is to provide additional support organizing and facilitating 20-30 focus groups convening on housing/jobs balance related to the Inclusive Economic Recovery Strategy.	\$69,705

FISCAL IMPACT:

Funding of \$69,705 for this contract amendment is available in the Fiscal Year (FY) 2020-2021 Overall Work Program (OWP) in Project Number 290-4830.03.

ATTACHMENT(S):

1. Contract Summary 20-027-C01 Amendment 02
2. Contract Summary 20-027-C01 Amendment 02 COI

CONTRACT 20-027-C01 AMENDMENT NO. 02

Consultant: Estolano Advisors

Background & Scope of Work: On March 2, 2020, SCAG awarded Contract No. 20-027-C01 to Estolano Advisors to identify potential strategies and tools to expedite the production of housing by investigating opportunities and barriers to producing units of all types for households of all ages, sizes and income levels.

The purpose of this amendment is to provide additional support for organizing and facilitating 20-30 focus groups convening on housing/jobs balance related to the Inclusive Economic Recovery Strategy. This work will help local jurisdictions in the SCAG region ensure that the Inclusive Economic Recovery Strategy incorporates needed strategies to increase housing production for households at all income levels to best support overall economic growth.

This amendment increases the contract value from \$197,495 to \$267,200 (\$69,705) to enable the consultant to perform the additional work.

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

- Prepare a housing strategy “white paper”;
- Convene a “virtual” advisory group;
- Facilitate 20-30 focus groups convening on housing/jobs balance;
- Prepare an Opportunities and Barriers Checklist;
- Support for SCAG Regional Housing Strategy Framework; and
- Prepare a draft housing/jobs balance economic strategy document.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal No. 1: Produce innovative solutions that improve the quality of life for Southern Californians.

Amendment	Amendment 2	\$69,705
Amount:	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$197,495</u>
	Total contract value is not to exceed	<u>\$267,200</u>

This amendment increases the contract value above \$200,000 and exceeds the 30% of the contract original value. Therefore, in accordance with the SCAG Procurement Manual (dated 04/17/20) Section 9.3, it requires the Regional Council’s approval.

Contract Period: March 2, 2020 through June 30, 2021

Project Number: 290-4830U9.03 \$61,709
290-4830E.03 7,996
Funding sources: Senate Bill 1 (FY21 SB1 Formula Funds) and Transportation Development Act (TDA).

Funding of \$69,705 is available in the FY 2020-21 OWP budget in Project Number 290-4830.03.

Attachment: Contract Summary 20-027-C01 Amendment 02 (Contract Amendment Increasing the Contract Value Over \$200,000: Contract No.

**Basis for the
Amendment:**

This amendment is needed to support housing production centered on a strong jobs/housing balance and to provide strategic guidance and support for the development of the Inclusive Economic Recovery Strategy. The emphasis of this work will be to ensure that the final strategy focus on supporting housing production near job centers, job growth near, or within access to quality public transit, and quality housing that meets the needs of households and workers of various income levels.

If the contract is not amended, staff will not be able to expand the number of focus group convenings planned for early 2021, and this will affect the timing for delivery of the Inclusive Economic Recovery Strategy.

**Conflict of Interest (COI) Form - Attachment
For January 7, 2021 Meeting of the Regional Council Approval**

Approve Amendment No. 02 to Contract No. 20-027-C01, in an amount not to exceed \$69,705 to Estolano Advisors, to provide additional support regarding housing production centered on a strong jobs/housing balance and provide strategic guidance and support for the development of the Inclusive Economic Recovery Strategy, increasing the contract value from \$197,495 to \$267,200 to enable the consultant to perform the additional work.

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)?
Estolano Advisors (prime consultant)	No - form attached

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) Cecilia V. Estolano, hereby declare that I am the (position or title) CEO of (firm name) Estolano Advisors, 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 12/19/2020 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)

12/7/2020

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.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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. 20-030-C01,
Cloud Infrastructure

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Contract No. 21-030-C01 in an amount not to exceed \$753,000, with DLT Solutions to support and maintain a cloud-based computing and storage infrastructure, supporting improved IT processes and system support to provide valuable and reliable IT services and solutions to the entire organization, subject final review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

The continuing efforts of the SCAG Information Technology team to support the development of Planning Division initiatives have resulted in expanded use and support of cloud-based computing and storage infrastructure. This cloud-based approach allows SCAG's modeling team and big data initiatives an agile and scalable environment to run large data models efficiently and accurately. Accordingly, the consultant shall provide cloud based infrastructure to assist staff with these efforts.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
DLT Solutions (21-030-C01)	This contract provide cloud based infrastructure to assist staff with its efforts.	\$753,000

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FISCAL IMPACT:

Funding of \$125,000 for five (5) months is available in the FY 2020-21 budget in Project Number 070-4851.01 Cloud Infrastructure. Funding for subsequent fiscal years through FY 2023-24 will be included in Project 070-4851.01, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 21-030-C01
2. Contract Summary 21-030-C01 COI

CONSULTANT CONTRACT NO. 21-030-C01

Recommended Consultant:	DLT Solutions	
Background & Scope of Work:	The continuing efforts of the SCAG Information Technology team to support the development of Planning Division initiatives have resulted in expanded use and support of cloud-based computing and storage infrastructure. This cloud-based approach allows SCAG’s modeling team and big data initiatives an agile and scalable environment to run large data models efficiently and accurately. Accordingly, the consultant shall provide cloud based infrastructure to assist staff with these efforts.	
Project’s Benefits & Key Deliverables:	This project directly supports the development of SCAG’s technology initiatives including Activity Based Model (ABM), Scenario Planning Model (SPM) and future big data initiatives. Key benefits include flexibly to increase SCAG’s computing capacity to meet the specialized needs of modeling, reduction in modeling run times, the ability to support large and simultaneous modeling runs, as well as flexible high-capacity data storage and retention.	
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective F. Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.	
Contract Amount:	Total not to exceed	\$753,000
	Annual Expected Expenditures:	
	Year 1 (2/1/2021 – 1/31/2022)	\$251,000
	Year 2 (2/1/2022 – 1/31/2023)	\$251,000
	Year 3 (2/1/2023 – 1/31/2024)	\$251,000
Contract Period:	Notice to Proceed through January 31, 2024	
Project Number(s):	070-4851.01 \$753,000 Funding source: Indirect Cost	
	Funding of \$125,000 for five (5) months is available in the FY 2020-21 budget in Project Number 070-4851.01 Cloud Infrastructure. Funding for subsequent fiscal years through FY 2023-24 will be included in Project 070-4851.01, subject to budget availability.	
Basis for Selection:	In accordance with SCAG’s Contract Manual Section 7.4, dated 04/17/20, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG	

Attachment: Contract Summary 21-030-C01 (Contracts \$200,000 or Greater: Contract No. 20-030-C01, Cloud Infrastructure)

is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with the U.S. Communities, Contract Number 4400006643 that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.

As previously stated, the continued efforts of the SCAG IT team have resulted in the implementation of a cloud-based computing and storage infrastructure to support modeling and big data projects. If staff does not acquire these services then inefficiencies will exist in modeling run times and the ability to scale and simultaneously run large modeling runs will be limited negatively affecting development of future planning initiatives.

Conflict of Interest (COI) Form - Attachment
For January 7, 2021 Meeting of the Regional Council Approval

Approve Contract No. 21-030-C01 in an amount not to exceed \$753,000, with DLT Solutions to support and maintain a cloud-based computing and storage infrastructure, supporting improved IT processes and system support to provide valuable and reliable IT services and solutions to the entire organization.

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)?
DLT Solutions (prime consultant)	No – form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-030-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: DLT Solutions, LLC
Name of Preparer: Veronica Hernandez, Associate Counsel
Project Title: _____
Date Submitted: 12/18/2020

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) Veronica Hernandez, hereby declare that I am the (position or title) Associate Counsel of (firm name) DLT Solutions, 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 12/18/2020 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)

12/18/2020

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.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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. 20-040-C01,
Infrastructure Upgrade - Hardware and Software

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Contract No. 21-040-C01 in an amount not to exceed \$1,969,309, with Pinnacle Business Solutions, Inc. (The Pinnacle Group), to provide state of the art hardware to support SCAG’s server, storage, and network infrastructure, subject final review by SCAG’s Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

The Information Technology (IT) infrastructure that supports SCAG business applications, which are core to the agency business operations, requires hardware upgrades and optimization. The industry recommended life cycle for this type of equipment is three-to-five years. SCAG’s server, storage, and network infrastructure has not been significantly updated for some time resulting in most servers, storage, firewall and network devices reaching their end-of-life. Accordingly, the consultant shall provide hardware to support SCAG’s server, storage, and network infrastructure.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Pinnacle Business Solutions, Inc. (The Pinnacle Group) (21-040-C01)	This contract includes hardware, software, maintenance and support fees for new equipment purchased including: 1. Physical servers, storage, and network devices at SCAG’s primary and secondary	\$1,969,309

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-
- data centers.
2. Updating software and licenses in the environment for software know as VMware and VEEAM, used for SCAG IT infrastructure data recovery and backup.

FISCAL IMPACT:

Funding of \$1,969,309 is available in the FY 2020-21 Overall Work Program (OWP) in Project Number 811-1163.17.

ATTACHMENT(S):

1. Contract Summary 21-040-C01
2. Contract Summary 21-040-C01 COI

CONSULTANT CONTRACT NO. 21-040-C01

Recommended Consultant:

Pinnacle Business Solutions, Inc. (The Pinnacle Group)

Background & Scope of Work:

The Information Technology (IT) infrastructure that supports SCAG business applications, which are core to the agency business operations, requires hardware upgrades and optimization. The industry recommended life cycle for this type of equipment is three-to-five years. SCAG’s server, storage and network infrastructure has not been significantly updated for some time resulting in most servers, storage, firewall and network devices reaching their end-of-life. Accordingly, the consultant shall provide state of the art hardware to support SCAG’s server, storage and network infrastructure. Performing this upgrade will ensure reliability, availability and efficiency of the systems that support SCAG’s business operations.

This contract includes hardware, software, maintenance and support fees for new equipment purchased including:

1. Physical servers, storage, and network devices at SCAG’s primary and secondary data centers.
2. Updating software and licenses in the environment for software know as VMware and VEEAM, used for SCAG IT infrastructure data recovery and backup.

Project’s Benefits & Key Deliverables:

- The project’s benefits and key deliverables include, but are not limited to:
- State of the art equipment ensuring the reliability, availability and efficiency of SCAG’s business applications;
 - Increasing SCAG staff productivity with high performing hardware and software; and
 - Increasing the reliability of SCAG’s disaster recovery and business continuity plan.

Strategic Plan

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective F: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

Contract Amount:

Total not to exceed \$1,969,309

Contract Period:

Notice to Proceed through January 31, 2025

Project Number:

811-1163.17 – Indirect Cost

Funding of \$1,969,309 is available in the FY 2020-21 Overall Work Program (OWP) in Project Number 811-1163.17.

Request for Quote (RFQ):

SCAG staff notified 899 firms of the release of RFQ 21-040 via SCAG’s Solicitation Management System website. A total of 20 firms either

Attachment: Contract Summary 21-040-C01 (Contracts \$200,000 or Greater: Contract No. 20-040-C01, Infrastructure Upgrade - Hardware and)

downloaded or viewed the RFQ. SCAG received the following offer in response to the solicitation:

The Pinnacle Group (no subconsultants)

\$1,969,309

After receiving only one offer, staff surveyed the 20 firms that either downloaded or viewed the RFQ to determine why each did not submit an offer. Respondents did not disclose anything in SCAG's process that was unduly restrictive. Further, as may be the case with these types of equipment purchases, manufacturers are known to give a substantive discount to the first vendor making the request, making pricing less competitive for subsequent vendors. Given these factors, and staff's desire to capitalize on year-end manufacturer's discounts, staff proceeded with evaluating the one offer.

Selection Process:

Staff evaluated the offer in accordance with the criteria set forth in the RFQ and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations.

Basis for Selection:

Based on review of the single bid received in response to the RFQ issued for this procurement, staff determined The Pinnacle Group to be a responsible, responsive bidder proposing a fair and reasonable price. Therefore, staff recommends award to The Pinnacle Group.

It is of critical importance to SCAG operations that SCAG's aging IT infrastructure is upgraded. SCAG's IT infrastructure supports all of SCAG's business applications daily. This includes Finance Division applications, Microsoft Dynamics GP, Microsoft Customer Relationship Management (CRM), SQL Server databases. It also supports critical projects such as GIS applications and the Regional Aerial Imagery project.

**Conflict of Interest (COI) Form - Attachment
For January 7, 2021 Regional Council Approval**

Approve Contract No. 21-040-C01 in an amount not to exceed \$1,969,309, with Pinnacle Business Solutions, Inc. (The Pinnacle Group), to provide state of the art hardware to support SGAG's server, storage and network infrastructure, subject final review by SCAG's Internal Auditor.

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 offer (Yes or No)?
Pinnacle Business Solutions, Inc. (The Pinnacle Group - prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-040

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: The Pinnacle Group
Name of Preparer: James Bartlett
Project Title: Infrastructure Upgrade - Hardware/Software
Date Submitted: 12/22/20

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:

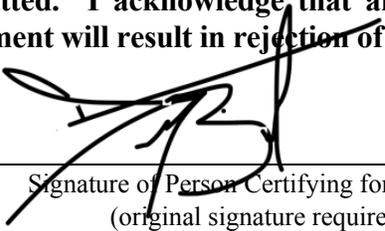
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) James Bartlett, hereby declare that I am the (position or title) EVP Services of (firm name) The Pinnacle Group, 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 12/22/20 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.


12/22/20

Signature of Person Certifying for Proposer
(original signature required)
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.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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: Contracts \$200,000 or Greater: Contract No. 21-007-C01, East
San Gabriel Valley Mobility Action Plan

RECOMMENDED ACTION:

Approve Contract No. 21-007-C01 in an amount not to exceed \$377,908, with IBI Group, a California Corporation to provide services for the East San Gabriel Valley Mobility Action Plan. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Consultant shall examine current conditions in the East San Gabriel Valley planning area, review projects and plans in the area, identify gaps in the transportation network by each mode of travel, and make recommendations for closing the gaps to create a regional network.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
IBI Group (21-007-C01)	The Consultant shall examine current conditions in the East San Gabriel Valley planning area, review projects and plans in the area, identify gaps in the transportation network by each mode of travel, and make recommendations for closing the gaps to create a regional network.	\$377,908

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



FISCAL IMPACT:

Funding of \$377,908 is available in the Fiscal Year (FY) 2020-2021 Overall Work Program (OWP) in Project Number 145-4866.01.

ATTACHMENT(S):

1. Contract Summary 21-007-C01
2. Contract Summary 21-007-C01 COI

CONSULTANT CONTRACT NO. 21-007-C01

Recommended Consultant: IBI Group, a California Corporation

Background & Scope of Work: The Consultant shall provide services for the East San Gabriel Valley Mobility Action Plan. Caltrans awarded SCAG and the Los Angeles County Department of Regional Planning a FY 2019-2020 Sustainable Transportation Planning Grant (Strategic Partnership Program) to conduct the East San Gabriel Valley Mobility Action Plan (Project).

The Consultant shall examine current conditions in the East San Gabriel Valley planning area, review projects and plans in the area, identify gaps in the transportation network by each mode of travel, and make recommendations for closing the gaps to create a regional network.

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

- A comprehensive engagement plan to inform and elicit participation from a wide array of community members, including groups who have not traditionally participated in the planning process; and
- A comprehensive Mobility Action Plan to guide the realization of an equitable multi-modal network leading to reductions in traffic congestion, vehicle-miles of travel (VMT), and greenhouse gas (GHG) emissions.

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		\$377,908
	IBI Group (prime consultant)	\$232,013
	Here Design Studio, LLC (subconsultant)	\$85,603
	Evan Brooks and Associates (subconsultant)	\$60,292

Note: IBI Group originally proposed \$414,988 but staff negotiated the price down to \$377, 908 without reducing the scope of work.

Contract Period: Notice to Proceed through June 30, 2022.

Project Number(s): 145-4866H1.01: \$302,326
145-4866R7.01: \$75,582
Funding source(s): Federal Highway Administration State Planning & Research and Cash Match Los Angeles County, East San Gabriel Valley Mobility PlanProject

Funding of \$377,908 is available in the Fiscal Year (FY) 2020-2021 Overall Work Program (OWP) in Project Number 145-4866.01.

Request for Proposal (RFP): SCAG staff notified 2,317 firms of the release of RFP 21-007 via SCAG’s Solicitation Management System website. A total of 54 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

Attachment: Contract Summary 21-007-C01 (Contracts \$200,000 or Greater: Contract No. 21-007-C01, East San Gabriel Valley Mobility Action

IBI Group (2 subconsultants)	\$414,988
Cambridge Systematics, Inc. (1 subconsultants)	\$397,041
Iteris, Inc. (2 subconsultants)	\$406,708
Alta Planning + Design, Inc. (3 subconsultants)	\$434,571
Gehl Studio, Inc. (3 subconsultants)	\$838,923

Selection Process:

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

The PRC consisted of the following individuals:

- Nancy Lo, Associate Regional Planner, SCAG,
- James Drevno, Regional Planner, Los Angeles County Department of Regional Planning
- Alexander Fung, Management Analyst, San Gabriel Valley Council of Governments
- Shirley Lai, Associate Civil Engineer, Los Angeles County Public Works
- Benjamin Medina, Transportation Planner, Caltrans District 7

Basis for Selection:

The PRC recommended IBI Group for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically by providing the most detailed description of tasks to be performed to meet the project objectives. Additionally, IBI Group provided the most detailed description of the technical analysis and public engagement strategy;
- Provided the best technical approach, specifically by clearly stating and meeting the intent of the project through thoughtful and innovative approaches for community engagement during COVID-19 and technical analysis.

Although other firms proposed a lower price, the PRC did not recommend these firms for the contract award because these firms:

- Did not provide as productive a way to engage the public during the COVID-19 pandemic as did IBI. The outreach component is key to a successful project, and IBI proposed interactive virtual art based engagement and a virtual town hall that will create greater participation and, more importantly, greater feedback compared to the other proposers' approaches; and
- Did not demonstrate the same level of understanding of the needs of the project area and communities within the project area.

**Conflict of Interest (COI) Form - Attachment
For January 7, 2021 Meeting of the Regional Council Approval**

Approve Contract No. 21-007-C01 in an amount not to exceed \$377,908, with IBI Group, a California Corporation to provide services for the East San Gabriel Valley Mobility Action Plan.

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)?
IBI Group, a California Corporation (prime consultant)	No - form attached
Here Design Studio LLC (subconsultant)	No - form attached
Evan Brooks and Associates (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-007

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, 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: IBI Group, A California Partnership

Name of Preparer: William Delo

Project Title: East San Gabriel Valley Mobility Action Plan

RFP Number: 21-007 **Date Submitted:** 08/24/2020

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
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 21-007-C01 COI (Contracts \$200,000 or Greater: Contract No. 21-007-C01, East San Gabriel Valley Mobility

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:

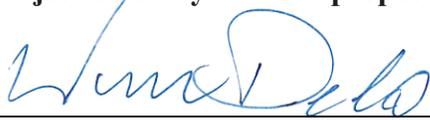
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) William Delo, hereby declare that I am the (position or title) Managing Principal of (firm name) IBI Group, A California Partership, 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 08/24/2020 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)

08/24/2020

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. 21-007

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, 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: Here Design Studio, LLC (Here LA)

Name of Preparer: Amber Hawkes, Co-Director

Project Title: East San Gabriel Valley Mobility Action Plan

RFP Number: 21-007 **Date Submitted:** August, 14, 2020

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) Amber Hawkes, hereby declare that I am the (position or title) Co-Director of (firm name) Here Design Studio, LLC (Here LA), 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 August 14, 2020 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.


 _____ August 14, 2020
 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. 21-007

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, 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: Evan Brooks Associates, Inc.

Name of Preparer: William Imperial, Marketing Administrator

Project Title: East San Gabriel Valley Mobility Action Plan

RFP Number: No. 21-007 **Date Submitted:** August 24, 2020

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:

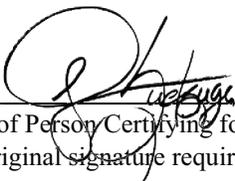
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) Hal Suetsugu, hereby declare that I am the (position or title) President-Managing Partner of (firm name) Evan Brooks Associates, 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 August 24, 2020 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.



 _____ August 24, 2020 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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AGENDA ITEM 8*
REPORT

Southern California Association of Governments
Remote Participation Only
January 7, 2021

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,
SCAG Analytic Platform Development

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Contract No. 21-020-C01 in an amount not to exceed \$586,750, with StreetLight Data, Inc. to assist staff with customizing and providing cloud-based analytic platform services, subject to final review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 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. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

The consultant will provide cloud-based analytic platform services that uses big data sources including, but not limited to, geographic data from location-based services of mobile devices or smartphones. Staff will use the data to provide insights into historical and current travel behavior of residents. The consultant will provide access to the platform for the contracted period and will be available for online training as well as continued technical support and maintenance.

BACKGROUND:

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

<u>Consultant/RFP #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
StreetLight Data Inc., (21-020-C01)	The consultant shall develop web-based transportation analytics platform that can display and analyze locational travel patterns and trip characteristics from Location-Based Services (LBS), Global Positioning System (GPS),	\$586,750

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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

and other sources to promote SCAG data-driven planning process.

FISCAL IMPACT:

Funding of \$586,750 is available in the FY 2020-21 Overall Work Program (OWP) in Project Numbers 290-4827.02 (\$293,375) and 290.4828.02 (\$293,375).

ATTACHMENT(S):

1. Contract Summary 21-020-C01
2. Contract Summary 21-020-C01 COI

CONSULTANT CONTRACT NO. 21-020-C01

Recommended Consultant:	StreetLight Data, Inc.
Background & Scope of Work:	Staff requires a web-based transportation analytical platform that can display and analyze locational travel patterns and trip characteristics from Location-Based Services (LBS), Global Positioning System (GPS), and other sources to promote SCAG’s data-driven planning process. To this end, the consultant will be responsible for customizing and providing a cloud-based analytic platform service that uses big data sources including, but not limited to, geographic data from location-based services of mobile devices or smartphones to provide insights into historical and current travel behavior of residents. The consultant will provide access to the platform for the contracted period and will be available for online training as well as continued technical support and maintenance.
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Obtaining access to accumulated big data collected from a local sample population within the region which represents travel behaviors using anonymized data;• Providing key metrics for use in planning and evaluating transportation projects and identifying travel behavior to and from specific transportation analysis zone (TAZ) systems in the region; and• Providing unlimited use of the platform’s analytical tools, as they are developed and available during the period of the contract license.
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Goal 2: Advance Southern California’s policy interest and planning priorities through regional, statewide, and national engagement and advocacy; and Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.
Contract Amount:	Total not to exceed \$586,750 StreetLight Data, Inc. (prime consultant)
Contract Period:	Notice to Proceed through December 31, 2021
Project Number(s):	290-4827.02 (Mobility Innovations & Incentives - Revealed Preference) \$293,375 290-4828.02 (Mobility Innovations & Incentives - Equity Analysis) \$293,375 Funding source(s): FY19 SB1 Formula Funds Funding of \$586,750 is available in the FY 2020-21 Overall Work Program (OWP) in Project Numbers 290-4827.02 (\$293,375) and 290.4828.02 (\$293,375).
Request for Proposal (RFP):	SCAG staff notified 2,586 firms of the release of RFP 21-020 via SCAG’s Solicitation Management System website. A total of 62 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

StreetLight Data, Inc. (no subconsultant)	\$586,750
UrbanLogiq – 3 rd place (1 subconsultant)	\$342,900
Cambridge Systematics – 2 nd place (no subconsultant)	\$999,157
Replica, Inc.– 4 th place (2 subconsultants)	\$1,103,384

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the highest ranked offeror to clarify items included in their offer.

The PRC consisted of the following individuals:

- Stephen Sungsu Yoon, Senior Regional Planner, Goods Movement and Transportation Finance, SCAG
- Annie Nam, Manager of Goods Movement and Transportation Finance, SCAG
- KiHong Kim, Transportation Modeler III, Modeling and Forecasting, SCAG

Basis for Selection:

The PRC recommended StreetLight Data, Inc. for contract award because the consultant:

- Demonstrated the most relevant experience delivering ready-to-use transportation analytics platforms, demonstrating strong ability to provide key transportation metric analysis features including, trip purpose, speed, mode split; and
- Demonstrated the best capability to query data using designated and customized geography boundaries such as U.S. Census tract, Block Group, ZIP codes, and Transportation Analysis Zone (TAZ), as well as by user defined geographic boundaries with query data saving feature for duplicated uses by uploading shapefile zones.

Although one other firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm:

- Offered far less data than the selected consultant (met the minimum, but the selected consultant provided far more historical data, which if provided by the lowest priced firm would have nearly doubled their price); and
- Did not demonstrate sufficient experience providing major transportation metrics services to local and regional planning organizations, such as required by this project.

**Conflict of Interest (COI) Form - Attachment
For January 7, 2021 Regional Council Approval**

Approve Contract No. 21-020-C01 in an amount not to exceed \$586,750, with StreetLight Data, Inc. to assist staff with customizing and providing cloud-based analytic platform services, subject to final review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-020

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Deputy Legal Counsel, 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: StreetLight Data, Inc.

Name of Preparer: Laura Schewel

Project Title: Analytic Platform for Regional Transportation Planning

RFP Number: 21-020 Date Submitted: November, 30, 2020

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) Laura Schewel, hereby declare that I am the (position or title) CEO of (firm name) StreetLight Data, 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 November 24, 2020 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)

November 24, 2020
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.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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. 21-036-C01,
Community Safety Ambassador Program

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Contract No. 21-036-C01 in an amount not to exceed \$530,000 with California Walks to implement a Community Safety Ambassador Program for SCAG, subject to review by SCAG's Internal Auditor. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The California Office for Traffic Safety (OTS) awarded a grant to SCAG and California Walks to implement a Community Safety Ambassador Program for SCAG. A Community Safety Ambassador Program convenes regional stakeholders from communities throughout the region and provides them with safety and leadership training. Consistent with the requirements of the OTS grant, the consultant shall convene approximately sixty (60) community champions (regional stakeholders) to provide six (6) to nine (9) training sessions per county on safety and leadership in three (3) priority counties (Imperial, Ventura, and San Bernardino).

BACKGROUND:

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

Consultant/Contract #	Contract Purpose	Contract Amount
California Walks (21-036-C01)	The Consultant shall convene community champions (regional stakeholders) to provide safety and leadership development training.	\$530,000

OUR MISSION

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

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Consultant shall implement six (6) to nine (9) sessions per county in three (3) counties and shall support unique participant-led safety engagements or actions.

FISCAL IMPACT:

Funding of \$515,000 is available in the FY 2020-21 Overall Work Program (OWP) in Project Number 225-3564J6.16 (\$500,000) and Project Number 050-0169.09 (\$15,000). An additional \$15,000 will be included in the FY2021-22 OWP budget, subject to budget approval.

ATTACHMENT(S):

1. Contract Summary 21-036-C01
2. Contract Summary 21-036-C01 COI

CONSULTANT CONTRACT NO. 21-036-C01

Recommended Consultant:

California Walks

Background & Scope of Work:

The California Office for Traffic Safety (OTS) awarded a grant to SCAG and California Walks to implement a Community Safety Ambassador Program for SCAG. A Community Safety Ambassador Program convenes regional stakeholders from communities throughout the region and provides them with safety and leadership training. Consistent with the requirements of the OTS grant, the consultant shall convene approximately sixty (60) community champions (regional stakeholders) to provide six (6) to nine (9) training sessions per county on safety and leadership in three (3) priority counties (Imperial, Ventura, and San Bernardino).

The consultant shall develop a curriculum that provides leadership development and education on strategies to improve safety. The consultant shall explore models of popular education and the use of SCAG co-branded safety materials, among others.

Project's Benefits & Key Deliverables:

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

- Implement six (6) to nine (9) training sessions per county, in three (3) counties;
- Facilitate forty (40) safety engagements or actions led by Community Ambassadors with Consultant support, utilizing SCAG resources such as the Go Human Mini-Grant Program, Sub-Regional Peer Exchanges, Go Human's Kit of Parts, and Go Human Co-Branded Safety Materials; and
- Prioritize frontline communities and communities impacted by the COVID-19 pandemic, children and youth, individuals with access and functional needs, low-income communities, Black, indigenous and people of color, older adults, populations with limited English proficiency, and people with physical disabilities.

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

\$530,000

Contract Period:

Notice to Proceed through September 30, 2021

Project Number:

225-3564J6.16 \$500,000
050-0169E.09 \$15,000

Funding source: California Office of Traffic Safety and Transportation Development Act (TDA)

Funding of \$515,000 is available in the FY 2020-21 Overall Work Program (OWP) in Project Number 225-3564J6.16 (\$500,000) and Project Number 050-0169.09 (\$15,000). An additional \$15,000 will be included in the FY2021-22 OWP budget, subject to budget approval.

Request for Proposal (RFP):

Staff recommends award of a non-profit sole source contract to California Walks pursuant to State of California Contracts Manual, Sections 3.15 and 3.17 regarding Subvention and Local Assistance Contracts.

Selection Process:

As a statewide equity and mobility leader, California Walks is uniquely positioned to develop traffic safety program and curriculum content and analysis that is responsive to and relevant across all six (6) SCAG counties. California Walks has extensive experience developing and hosting more than 89 community pedestrian and bicycle safety programs across the state with local residents and safety advocates to develop community-driven action plans to improve walking and biking safety in communities and strengthen collaboration with local officials and agency staff. California Walks singularly provides professional, targeted curriculum development and coordination for a community-based, participatory traffic safety cohort program rooted in leadership development and government partnership building on a regional scale that prioritizes disadvantaged communities and multilingual populations.

Basis for Selection:

As previously stated, given California Walk's unique niche expertise, staff recommends award of a non-profit sole source contract pursuant to State of California Contracts Manual, Sections 3.15 and 3.17 regarding Subvention and Local Assistance Contracts.

Further, California Walks was identified in the grant application and development process when OTS award the grant to SCAG.

**Conflict of Interest (COI) Form - Attachment
For January 7, 2021 Meeting of the Regional Council Approval**

Approve Contract No. 21-036-C01 in an amount that not to exceed \$530,000 with California Walks to implement a Community Safety Ambassador Program for SCAG, subject to review by SCAG's Internal Auditor.

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)?
California Walks (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-036-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: California Walks
Name of Preparer: Mihayela Babulai
Project Title: Grant Director
Date Submitted: 12/17/2020

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) Mihanela Babalaj, hereby declare that I am the (position or title) Co-Executive Director of (firm name) california walker, 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 12/17/20 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.

Mihanela Babalaj

 Signature of Person Certifying for Proposer
 (original signature required)

12-17-2020

 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.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Kevin Gilhooley, Legislation Manager,
(213) 236-1878, Gilhooley@scag.ca.gov
Subject: 2021 State & Federal Legislative Platform

**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:

Each year, the Regional Council adopts a legislative platform for the state and federal legislative sessions for that year. The state and federal legislative platform for 2021 encompasses broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The Legislative/Communications & Membership Committee (LCMC) discussed a draft platform at its November 17, 2020 meeting at which it considered new additions to the Affordable Housing/Housing Production, Public Health, and Transportation Safety planks, among others. At its December 15, 2020 meeting, the LCMC recommended that the Regional Council adopt the platform. Upon adoption, staff will immediately work to advance these priorities in the 2021 session.

BACKGROUND:

2021 State and Federal Legislative Platform

SCAG maintains a state and federal legislative platform, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG’s core planning and policy areas that require the leadership and support of the California State Legislature and United States Congress to resolve challenges facing the SCAG region. The legislative platform for 2021 encompasses policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies and are consistent with the recently adopted Connect SoCal plan, the region’s 2020 Regional Transportation Plan/ Sustainable Communities Strategy.

OUR MISSION

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

OUR VISION

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The policy areas include:

State	
Active Transportation	Affordable Housing & Housing Production
Broadband Access	Building Resilience
Cap & Trade	Congestion Reduction
Expanding Opportunity	Freight & Goods Movement
Government Efficiency	Project Streamlining
Public Health	Racial Equity
Technology & Data	Transportation Development Act
Transportation Funding	Transportation Safety

Federal	
Affordable Housing, Homelessness, & Local Government	Aviation
Broadband Access	Environment & Air Quality
Freight & Goods Movement	Project Streamlining
Public Health	Public Private Partnerships
Public Transit & Mobility	Racial Justice
Surface Transportation Policy Reauthorization	Transportation Funding

Recommendation

At its December 15, 2020 meeting, the LCMC voted 16-0 to forward the 2021 State and Federal Legislative Platform to the Regional Council with a recommendation to support.

FISCAL IMPACT:

Work associated with the 2021 State and Federal Legislative Platform is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2021 State & Federal Legislative Platform - Clean Version



ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

SCAG'S LEGISLATIVE PROGRAM

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

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

The following state and federal legislative principles for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

STATE

Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; and other strategies to increase safe walking and biking.
2. Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.
3. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

Affordable Housing & Housing Production

4. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
5. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
6. Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. As jurisdictions in the SCAG region work to accommodate a 6th Cycle RHNA allocation of 1.3 million units, as provided by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5th cycle, advocate for providing greater flexibility to local jurisdictions for their housing element updates.
8. In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
9. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues.
10. As the homeless population continues to grow in our region, and eviction and homelessness may be exacerbated by the COVID-19 pandemic, support new state funding programs to assist cities, counties, and regional collaborations to address eviction prevention and the challenges associated with homelessness.
11. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

Broadband Access

12. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Building Resilience

13. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.
14. Advocate that communities affected by natural disasters receive the resources they need to rebuild.

15. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
16. In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
17. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

Cap & Trade

18. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
19. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
20. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.
21. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

Congestion Reduction

22. Support legislation that expands access to commuter benefit programs for employees.
23. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.
24. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.
25. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

Expanding Opportunity

26. Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
27. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

Freight & Goods Movement

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

Government Efficiency

31. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming “Roll Call” process during a public vote, while maintaining the existing practice of recording and publishing the individual members’ votes and making those votes available for public review.
32. Support legislative efforts to make permanent aspects of Governor Newsom’s Executive Order N-29-20 which allow local government agencies to conduct official meetings via teleconference and other electronic means without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.

Project Streamlining

33. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
34. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
35. Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes to expedite legal review of CEQA challenges.
36. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

Public Health

37. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
38. Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.
39. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
40. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

41. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

42. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
43. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.

44. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems that ensures new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

Transportation Development Act

45. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
46. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

Transportation Funding

47. Support additional emergency funding for the SCAG region’s local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.
48. Protect all existing and new sources of transportation funding from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
49. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state’s transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
50. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
51. Support increased funding for transportation projects based on applied regional performance metrics.
52. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero emission vehicles and infrastructure.
53. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

Transportation Safety

54. Support legislation and updated, statewide policies that implement the recommendations of the state’s Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.
55. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region’s safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.
56. Work with state and local partners to develop resources that would support local jurisdictions’ efforts to implement a “Safe System” approach on their local streets and roadways.

FEDERAL

Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.
2. As the homeless population continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC) giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses not related to the nation's aviation transportation system.

Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Environment & Air Quality

8. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle (ZEV) requirements.
9. Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.

Freight & Goods Movement

10. Support increased funding and policy proposals in the surface transportation authorization and annual appropriations bills that maintain and expand transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
11. Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.
12. Expand the INFRA program to include both competitive and formula-based awards and support increased transparency measures for competitive grant awards. Reestablish the Projects of National and Regional Significance (PNRS) program for large freight/goods movement projects.
13. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
14. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Project Streamlining

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

Public Health

16. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
17. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
18. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

19. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
20. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
21. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.
22. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
23. Support efforts to protect the tax exemption of municipal bonds.

Public Transit & Mobility

24. Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.
25. Support federal grant or pilot programs for comprehensive planning that encourages Transit Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
26. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

Racial Justice

27. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy Reauthorization

28. Support a long-term surface transportation reauthorization with increased federal funding to provide stable investments into the national infrastructure and transportation system.

29. Continue the Infrastructure for Rebuilding America (INFRA) grant program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation’s major freight corridors.
30. Expand eligibility for any planning grant programs in a surface transportation policy bill to include MPOs as eligible recipients.
31. Support a surface transportation reauthorization bill that includes incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investment while leveraging federal dollars to deliver transportation improvements.
32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

Transportation Funding

33. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation’s transportation infrastructure needs and maintain system management, preservation and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Support modest increases to the federal gasoline taxes to maintain purchasing power.
34. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
35. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
36. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
37. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state’s Active Transportation Program (ATP) program.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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

From: Art Yoon, Director of Policy and Public Affairs,
(213) 236-1840, ArtYoon@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

**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:

During its meetings on December 15, 2020, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$79,350 for 1) annual membership dues for California Association of Councils of Governments (\$41,850); 2) sponsorship of the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (\$12,500); and 3) membership dues for Mobility 21 (\$25,000).

BACKGROUND:

Item 1: California Association of Councils of Governments (CALCOG)

Type: Membership **Amount:** \$41,850

Established in 1977, CALCOG is a statewide association representing 47 regional planning agencies working to assist each member in developing capacity to serve its own members’ needs for regional coordination and policy development. CALCOG works with and through its members to:

- Review plans and policies on subjects agreed upon by members;
- Coordinate policy development, as appropriate, with the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal

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- opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on regional and statewide issues of concern.

The Fiscal Year (FY) 2020-2021 annual dues are \$41,850. Given the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership has become increasingly valuable to SCAG. CALCOG provides a strong voice for regional organizations in Sacramento. Last year, CALCOG assumed a leadership role in initiating and advocating for the Regional Early Action Planning (REAP) Housing Grant program to be included in Governor Newsom's Housing Budget. The result was \$125 million in REAP funds statewide for Councils of Governments, and SCAG received \$47 million to help local communities promote and increase the housing supply.

Former SCAG President Cheryl Viegas-Walker is the current President of CALCOG. Other CALCOG Board of Directors include former SCAG President Alan Wapner, SCAG Second Vice-President Jan Harnik, and SCAG Regional Council Member Margaret Finlay.

Item 2:	University of Southern California (USC) Sol Price School of Public Policy – Executive Education (EXED) Forum for Policy
Type:	Sponsorship Amount: \$12,500

The USC EXED Forum for Policy offers specialized, non-degree certificate programs for local and global leaders. The EXED Forum is a suite of programs targeting public sector and other senior, mid-level, and emerging leaders. It is designed to deepen their understanding of substantive policy issues, augment their ability to leverage existing public sector capacity, and foster leadership – all with the purpose of improving public and nonprofit administration and solving public problems. The Forum achieves this by bringing together world-renowned faculty of USC Price, experienced practitioners and a dynamic curriculum to teach and reach across boundaries.

The EXED Forum offers the Local Leaders Program and the Global Leaders Program. The Local Leaders Program is designed for local elected officials and offers a focused curriculum in ethics, governance, leadership, and public policy to promote and enhance commitment to public values and to reach across sectors. The target learners for this program are mayors, council members, supervisors, and special district board members.

SCAG has been a supporter of the USC Price EXED Forum since the 2011-2012 program and is a Strategic Alliance Partner. Several SCAG city leaders have participated in the Local Leaders Program, including former SCAG Presidents Pam O'Connor, Larry McCallon, and Alan Wapner. SCAG staff is recommending a sponsorship in the amount of \$12,500.

Item 3: Mobility 21**Type:** Membership **Amount:** \$25,000

Mobility 21 is a coalition of public, business, and community stakeholders that 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 advocate 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.

FISCAL IMPACT:

\$79,350 for memberships/sponsorships is included in the approved FY 2020-2021 General Fund budget.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

To: Regional Council (RC)
From: Art Yoon, Director of Policy and Public Affairs,
(213) 236-1840, ArtYoon@scag.ca.gov
Subject: January 2021 State and Federal Legislative Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

California State Legislature Convenes for New Session

The 2021-22 Legislative Session officially gaveled in on Monday, December 7, 2020. Due to the COVID-19 pandemic and in order to comply with public health directives, both the Senate and Assembly passed on the pomp and circumstance that typically accompanies the first day of a new session. The Senate convened in their chamber for an abbreviated swearing-in ceremony where several members participated remotely, some deferred to a later date, and no guests were allowed. The Assembly convened in the Golden 1 Center basketball arena rather than in the Capitol. Assemblymembers took their oaths of office at individual tables spaced six feet apart. Like the Senate, there were a handful of absent members and a strict no-guest policy.

Assembly Speaker Anthony Rendon (D-Lakewood) and Senate President pro Tempore Toni Atkins (D-San Diego) were re-elected to their leadership positions. Speaker Rendon then appointed Assemblymember Eloise Gómez Reyes (D-San Bernardino) as the new Assembly Majority Leader for the next session. She will be the fourth woman and first Latina to serve in this position.

Shortly after, committee chairs and members were announced. A new committee, the Assembly Committee on Emergency Management, was formed and will be chaired by Assemblymember Freddie Rodriguez (D-Pomona). It will be the only standing committee focused exclusively on the issues of emergencies and disasters and will allow for a more focused response to various

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emergency issues facing the state. Below are some highlights of chairs and vice chairs for a select number of committees in the Assembly and Senate:

Assembly

Committee	Committee Chair	Committee Vice Chair
Appropriations	Assemblymember Lorena Gonzalez (D-San Diego)	Assemblymember Frank Bigelow (R-Madera)
Budget	Assemblymember Phil Ting (D-San Francisco)	Assemblymember Vince Fong (R-Bakersfield)
Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy, and Transportation	Assemblymember Richard Bloom (D-Santa Monica)	
Governmental Organization	Assemblymember Jim Frazier (D- Brentwood)	Assemblymember Frank Bigelow (R-Madera)
Housing and Community Development	Assemblymember David Chiu (D-San Francisco)	Assemblymember Kelly Seyarto (R-Murrieta)
Jobs, Economic Development, and the Economy	Assemblymember Sabrina Cervantes (D-Corona)	Assemblymember Jordan Cunningham (R-San Luis Obispo)
Local Government	Assemblymember Cecilia Aguiar-Curry (D-Davis)	Assemblymember Tom Lackey (R-Palmdale)
Natural Resources	Assemblymember Luz Rivas (D-Arleta)	Assemblymember Heath Flora (R-Ripon)
Revenue and Taxation	Assemblymember Autumn Burke (D-Inglewood)	Assemblymember Janet Nguyen (R-Huntington Beach)
Transportation	Assemblymember Laura Friedman (D-Burbank)	Assemblymember Vince Fong (R-Bakersfield)

Senate

Committee	Committee Chair	Committee Vice Chair
Appropriations	Senator Anthony J. Portantino (D-La Cañada-Flintridge)	Senator Patricia C. Bates (R-Laguna Niguel)
Budget and Fiscal Review	Senator Nancy Skinner (D-Berkeley)	Senator Jim Nielsen (R-Tehama)
Budget Subcommittee #2 on Resources, Environmental Protection and Energy	Senator Bob Wieckowski (D-Fremont)	

Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation	Senator Maria Elena Durazo (D-Los Angeles)	
Business, Professions and Economic Development	Senator Richard D. Roth (D-Riverside)	Senator Melissa Melendez (R-Lake Elsinore)
Environmental Quality	Senator Benjamin Allen (D-Santa Monica)	Senator Patricia C. Bates (R-Laguna Niguel)
Governance and Finance	Senator Mike McGuire (D-Healdsburg)	Senator Jim Nielsen (R-Tehama)
Housing	Senator Scott D. Wiener (D-San Francisco)	Senator Patricia C. Bates (R-Laguna Niguel)
Natural Resources and Water	Senator Henry I. Stern (D-Canoga Park)	Senator Brian W. Jones (R-Santee)
Transportation	Senator Lena A. Gonzalez (D-Long Beach)	Senator Patricia C. Bates (R-Laguna Niguel)

The first day of session also marks the time when Legislators can begin to introduce new legislation. There have already been hundreds of bills introduced to tackle some of the legislators’ top priorities like housing production, broadband access, police decertification, a ban on fracking, and policies to alleviate the pandemic’s economic toll like extending California’s eviction moratorium. Pro Tem Atkins released the “Building Opportunities for All” Senate Housing Package, which includes six bills that target an element of the housing crisis.

With the number of COVID-19 cases reaching all-time highs and, in an effort to keep members and all staff in the Capitol as safe as possible, Speaker Rendon and Pro Tem Atkins announced the Legislature’s session return date would be amended from January 4 to January 11, 2021. The last day for bills to be introduced remains February 19, 2021.

California Air Resources Board

In December, Governor Gavin Newsom announced the appointment of Liane Randolph as the new Chair of the California Air Resources Board (CARB). Randolph is currently a Commissioner at the Public Utilities Commission and has served as a Deputy Secretary at the Department of Natural Resources and was previously Chair of the Fair Political Practices Commission. She earned a Juris Doctor degree from the University of California, Los Angeles School of Law.

In addition, Governor Newsom reappointed John Balmes to CARB. Balmes has been a CARB board member since 2008, a Professor at the University of California, San Francisco School of Medicine since 1986, and a Professor of Environmental Health Sciences at the University of California, Berkeley School of Public Health since 2002.

Lastly, three new individuals were appointed to CARB including Davina Hurt, a city councilmember from the City of Belmont, in San Mateo County; Kracov, a Los Angeles-based attorney who also serves on the South Coast Air Quality Management District; and Tania Pacheco-Werner, Assistant Co-Director at the Central Valley Health Policy Institute at CSU Fresno and member of the San Joaquin Valley Air Pollution Control District.

FEDERAL

Fiscal Year (FY) 2021 Appropriations Update

As the federal government's funding was set to expire on December 18, 2020, Congress passed a two-day Continuing Resolution (CR) to keep the government open as Congressional leaders negotiated a year-long FY 2021 appropriations bill and COVID-19 funding relief package. When that was not enough, Congress passed another 24-hour extension, in hopes of maintaining pressure on negotiations. On Sunday, December 20, 2020, a deal was reached on a \$900 billion COVID-19 aid bill and \$1.4 trillion appropriations package to fund the federal government through the end of the fiscal year on September 30, 2021.

On December 21, 2020, the House of Representatives approved H.R. 133, the Consolidated Appropriations Act of 2021, by a vote of 359-53. The Senate followed by approving the measure with a 92-6 vote. President Trump is expected to sign the bill sometime before December 28, 2020. The 117th Congress begins on Sunday, January 3, 2020, when Members of Congress will be sworn into office.

As it relates to the FY 2021 appropriations package, the Department of Transportation (USDOT) and the Department of Housing and Urban Development (HUD) will receive \$75.4 billion, an increase in \$1 billion from last year. \$25.3 billion of that is for USDOT, including \$1 billion for BUILD grants, \$2 billion for Amtrak, \$582 million for non-Amtrak intercity rail grants, and \$2 billion for Capital Investment Grants (CIG).

COVID-19 Federal Aid Package

The final spending agreement contains another package of COVID-19 emergency aid totaling around \$900 billion and closely resembles a bipartisan bill that was written by members outside their party leadership structure.

Notably, \$45 billion is carved out for the transportation sector, including \$14 billion for transit agencies. Of this, \$13.3 billion will be distributed to urbanized areas, \$679 million for non-urbanized areas, and \$50 million to states for transportation needs of older adults and people with disabilities. The final breakdown of this \$45 billion is as follows:

- Airline payroll support: \$15 billion;

- \$1 billion for airline contractors;
- \$2 billion for airports and airport concessionaires;
- \$10 billion for state departments of transportation;
- \$14 billion for transit agencies;
- \$1 billion for Amtrak with \$655 million for the Northeast Corridor and \$344 million for the national network; and
- \$2 billion for motorcoach, school bus, and ferry industries.

Other funding highlights include:

- \$325 billion for small businesses and a second round of the Paycheck Protection Program for small businesses and non-profits with 300 or fewer employees;
- \$300 hundred in additional weekly unemployment benefits through March 14, 2021;
- One-time direct payments of \$600 for individuals making up to \$75,000 and \$1,200 for couples making up to \$150,000, as well as an extra \$600 per eligible child dependent;
- \$82 billion for education funding;
- \$89 billion for testing, tracing and vaccine development and distribution. Of this total, \$22 billion will be sent directly to states for testing, tracing, and COVID mitigation programs;
- \$25 billion for emergency rental assistance and an extension of the eviction moratorium through January 31, 2021;
- \$13 billion for emergency food assistance with increased SNAP assistance and funding for food banks and food pantries; and
- \$7 billion for broadband.

No COVID-19 funding was made available for state and local governments, which House Democrats had pushed for, nor liability provisions, which Senate Republicans had prioritized.

Department of Housing and Urban Development

President-elect Joe Biden announced on December 8, 2020 that he will nominate Representative Marcia Fudge (D-Ohio) to be the new secretary of the Department of Housing and Urban Development (HUD). Prior to her election to Congress, Fudge was mayor of Warrensville Heights, Ohio, where she led the city in providing new residential construction. As a Congresswoman, she has been an advocate for the HOME Investment Partnerships program and a staunch supporter of nutrition assistance programs.

Department of Transportation

Also in December, President-elect Joe Biden announced his intention to nominate former South Bend, Indiana Mayor Pete Buttigieg to lead the Department of Transportation. In addition to his service as mayor, Buttigieg was an intelligence officer in the United States Navy Reserve who was deployed to Afghanistan in 2014, eventually earning the rank of Lieutenant. A native of South Bend, Buttigieg graduated from Harvard University and was a Rhodes Scholar at Oxford University.



FISCAL IMPACT:

Work associated with the staff report on the January 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

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) more than \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Natalie A V Andres dba Hole Punch Design	FY21 Graphic Services Support	\$9,750
Latitude Geographics	FY21 Geocortex Essentials Software Maintenance	\$5,354

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Fehr & Peers (21-003-C01)	The consultant shall provide services as part of the Sustainable Communities Program for the City of Walnut Park. The Walnut Park North-South Corridor Study (Study) will model and assess the feasibility of active transportation and safety enhancements such as lane reconfiguration and new traffic signals along the north-south corridors in the unincorporated area of Walnut Park,	\$129,993

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which serve as regional connectors between downtown Los Angeles and the Port of Long Beach. The Study will support the larger project known as, Vision Zero Los Angeles County: A Plan for Safer Roadways, Los Angeles County's Vision Zero Action Plan, and will serve as a model for other cities in the region seeking to improve active transportation.

ATTACHMENT(S):

1. Contract Summary 21-003-C01

CONSULTANT CONTRACT NO. 21-003-C01

Recommended Consultant: Fehr & Peers

Background & Scope of Work: The consultant shall provide services as part of the Sustainable Communities Program for the City of Walnut Park. The Walnut Park North-South Corridor Study (Study) will model and assess the feasibility of active transportation and safety enhancements such as lane reconfiguration and new traffic signals along the north-south corridors in the unincorporated area of Walnut Park, which serve as regional connectors between downtown Los Angeles and the Port of Long Beach. The Study will support the larger project, known as Vision Zero Los Angeles County: A Plan for Safer Roadways, Los Angeles County’s Vision Zero Action Plan, and will serve as a model for other cities in the region seeking to improve active transportation.

The goal of this Study is to generate a comprehensive traffic model to evaluate the impacts of active transportation and safety enhancements on Santa Fe Avenue, Pacific Boulevard, Seville Avenue and Alameda Street, to increase safe bicycling and walking trips, reduce bicyclist and pedestrian collisions, and determine optimal truck traffic routes for Walnut Park and surrounding communities.

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

- A travel demand model;
- Conceptual streetscape plans; and
- A technical memorandum summarizing the findings of the model.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; and Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Contract Amount:

Total not to exceed		\$129,993
	Fehr & Peers (prime consultant)	\$90,033
	Alta Planning + Design (subconsultant)	\$39,960

Contract Period: Notice to Proceed through January 31, 2022

Project Number(s):

275-4823U7.05	\$115,083	
275-4823E.05	\$14,910	

Funding source(s): Sustainable Communities Program, FY20 SB1 Formula, and Transportation Development Act (TDA).

Funding of \$129,993 is available in the FY 2020-21 budget.

Request for Proposal (RFP): SCAG staff notified 3,517 firms of the release of RFP 21-003 via SCAG’s Solicitation Management System website. A total of 70 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Fehr & Peers (1 subconsultant)	\$129,993
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Attachment: Contract Summary 21-003-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

Kritzinger + RAO, Inc. (2 subconsultants)

\$357,997

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

The PRC consisted of the following individuals:

Dorothy Le Suchkova, Senior Regional Planner, SCAG

Maggie Cheung, Associate Civil Engineer, Los Angeles County Public Works

Eric Dunlap, Associate Civil Engineer, Los Angeles County Public Works

Linda Taira, Senior Transportation Planner, Caltrans District 7

Basis for Selection: The PRC recommended Fehr & Peers for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically, providing strategies for underserved and Spanish-speaking populations with lower access or comfort level to internet and digital devices (fully bilingual engagement program, utilization of office hours (phone-in);
- Demonstrated the best technical approach, they focused on developing sub-area modelling for the project, that was accessible, visually appealing and provided user-friendly graphics;
- Demonstrated the most effective project management, quality assurance and quality control, and budgeting processes; and
- Proposed the lowest cost.



Southern California Association of Governments
Remote Participation Only
January 7, 2021

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:

For 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.

SCAG 457 PLAN:

Working with Empower, our new plan administrator, staff continues to make good progress with our transition from ICMA to Empower. Along with the change of administrators, staff is also implementing improved oversight through the establishment of a Retirement Plans Committee for quarterly reviews of plan performance. As of today, all employee 457 assets have been transferred to Empower. Empower is working on loading balances to individual participant accounts, the goal being to lift the employee access blackout by December 21, 2020.

AUDITS:

External Financial Audit

Eide Bailly LLP, SCAG's outside independent auditor, has produced a draft Comprehensive Annual Financial Report (CAFR) and the audited CAFR will be released in December.

MEMBERSHIP DUES:

As of December 7, 2020, 149 cities and 4 counties had paid their FY21 dues. This represents 72.97% of the dues assessment. This leaves 39 cities and 2 counties yet to renew. Three cities are being recruited for membership.

BUDGET & GRANTS (B&G):

Staff completed the simplified risk assessments for 16 subrecipients for the Regional Early Action Planning (REAP) Subregional Partnerships Program and results were reviewed by the Subrecipient Monitoring Committee (SMC) on December 10, 2020. Also, the SMC approved an MOU template for the REAP Subregional Partnerships Program and development of MOU agreements is anticipated to begin shortly.

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Staff has prepared Amendment 3 to the FY 2020-21 Overall Work Program (OWP) in the amount of \$3.6 million. This amendment includes the programming of unexpended Consolidated Planning Grant (CPG) funds and Transportation Development Act (TDA) funds for ongoing regional transportation projects, adjusting balances for various federal and state grants; and adjusting staff time allocations for various OWP projects. Amendment 3 will be presented to the Executive/Administration Committee (EAC) on January 6 and the Regional Council (RC) on January 7, 2020.

Staff began preparation for the FY 2020-21 2nd Quarter OWP Progress Report. This mid-year progress report for OWP projects is due to Caltrans on January 30, 2020.

Staff began development for the FY 2021-22 Comprehensive Budget and OWP. A draft budget will be presented to the EAC and RC in March 2021.

CONTRACTS:

In November 2020, the Contracts Department issued five (5) Request for Proposal; awarded four (4) contracts; issued 15 contract amendments; and processed 19 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 152 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month the department negotiated \$55,305 in additional budget savings, bringing the Fiscal Year total to \$742,602.

ATTACHMENT(S):

1. CFO Monthly Status Report - November 2020



Office of the Chief Financial Officer

Monthly Status Report

NOVEMBER 2020

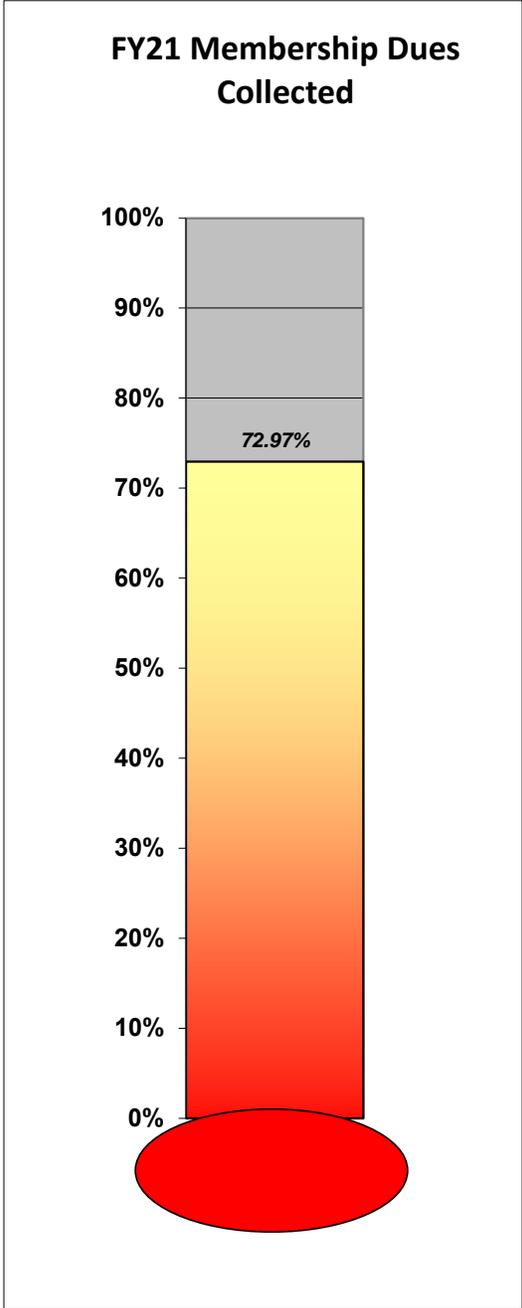


OVERVIEW

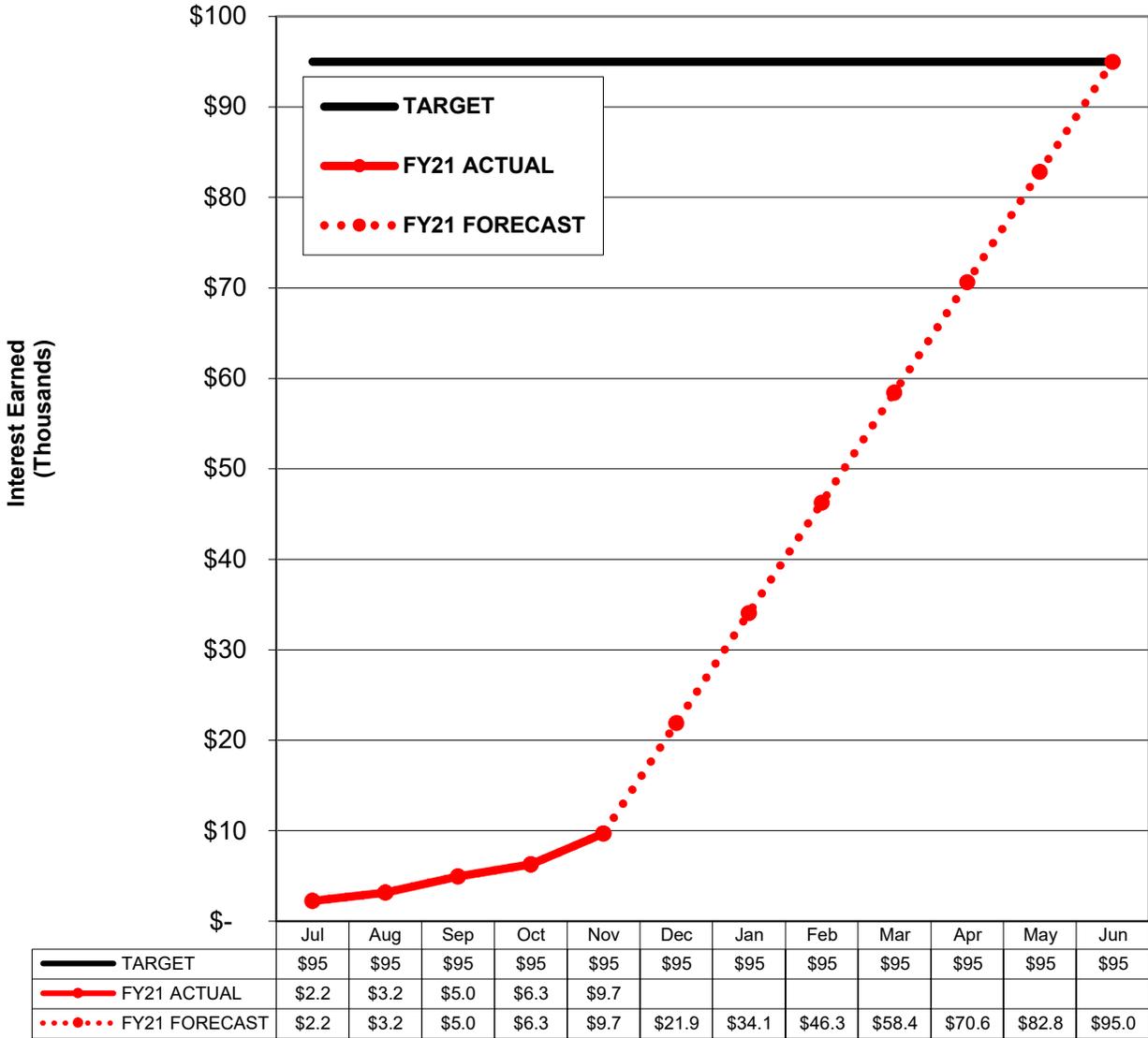
As of December 7, 2020, 149 cities and 4 counties had paid their FY21 dues. This represents 72.97% of the dues assessment. This leaves 39 cities and 2 counties yet to renew. Three cities are being recruited for membership.

SUMMARY

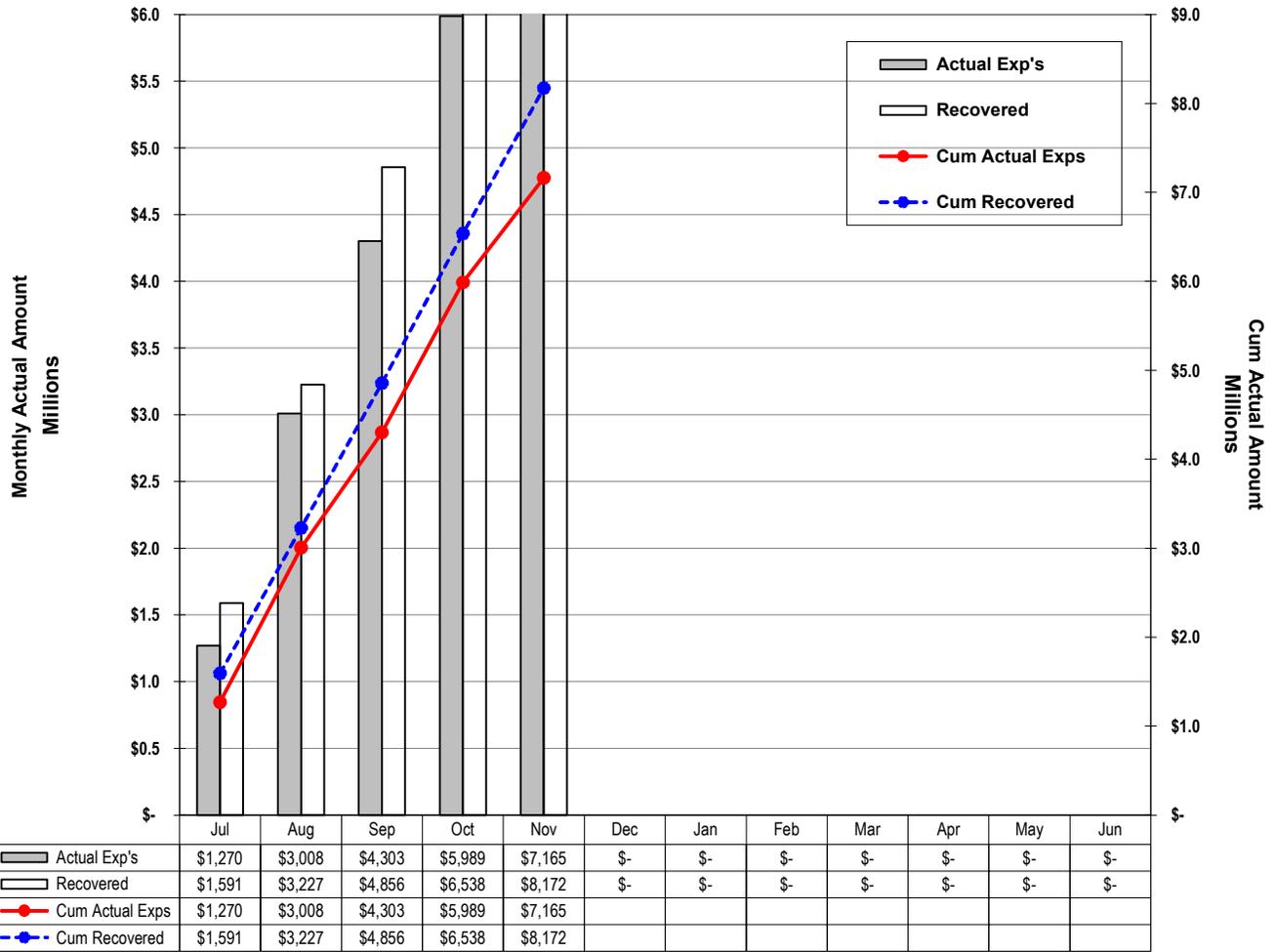
FY21 Membership Dues	<u>\$ 2,172,297</u>
Total Collected	<u>\$ 1,585,061</u>
Percentage Collected	<u>72.97%</u>



INTEREST EARNINGS VARIANCE



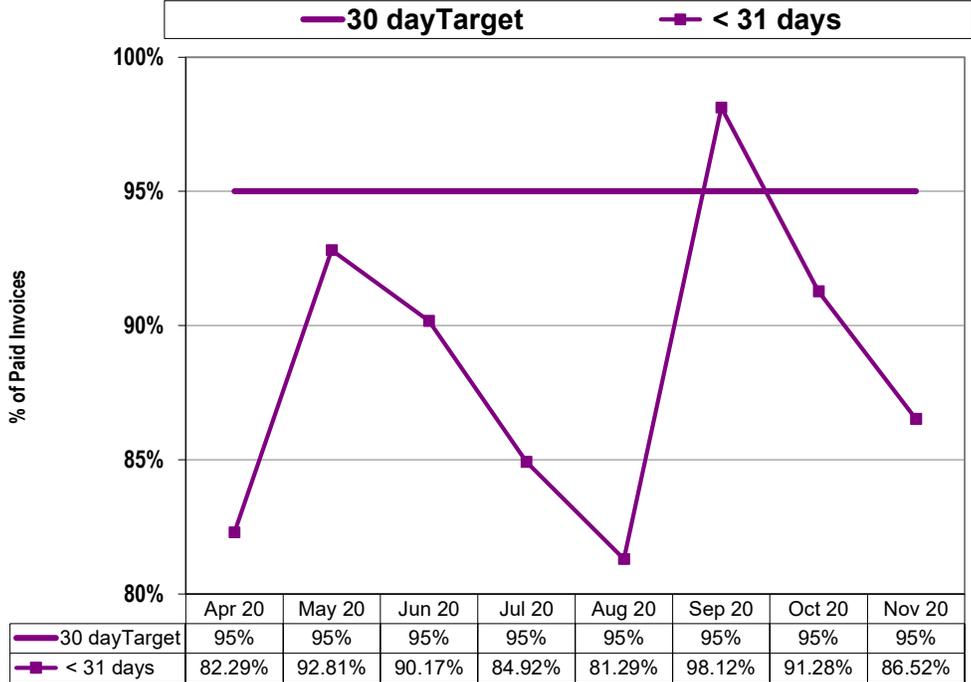
FY21 INDIRECT COST & RECOVERY



Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was not met.

SUMMARY

86.52% of November 2020's payments were made within 30 days of invoice receipt.

At month-end, 61 invoices remained unpaid less than 30 days.

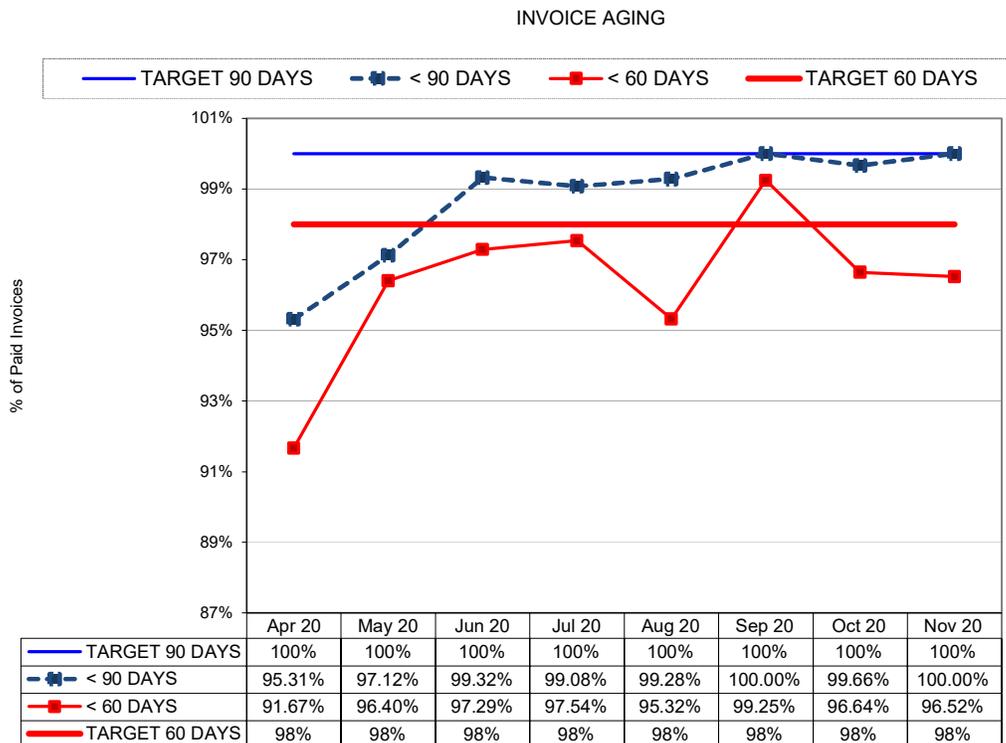
OVERVIEW

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

SUMMARY

The 90 day goal was met while the 60 day goal was not met during this period.

96.52% of November 2020's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 18; 60-90 days: 24; >90 days: 5.





Office of the CFO
Consolidated Balance Sheet

	10/31/2020	11/30/2020	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 3,374,120	\$ 7,850,007		
LA County Investment Pool	\$ 12,895,510	\$ 12,896,837		
Cash & Investments	\$ 16,269,629	\$ 20,746,845	\$ 4,477,215	Revenues of \$10.28M and Expenses of \$5.80M both on cash basis.
Accounts Receivable	\$ 15,008,904	\$ 11,269,620	\$ (3,739,283)	Payment of \$4.57M from FHWA PL, offset by billings of \$390K to SB1, \$251K to REAP 101, and \$179K to ATP DCP.
Other Current Assets	\$ 3,423,582	\$ 2,785,976	\$ (637,606)	Net amortization of \$183K in prepaid expenses plus IC fund over-recovery of \$457K.
Fixed Assets - Net Book Value	\$ 5,957,615	\$ 5,957,615	\$ -	No change.
Total Assets	\$ 40,659,730	\$ 40,760,056	\$ 100,326	
	\$ (351,048)			
	\$ (23,416)			
Accounts Payable	\$ (374,464)	\$ (736,270)	\$ (361,806)	Processing of FY21 invoices delayed due to funding amendment delays.
Employee-related Liabilities	\$ (346,867)	\$ (424,730)	\$ (77,864)	October had 5 unpaid working days while November had 6.
Deferred Revenue	\$ (12,546,437)	\$ (12,556,437)	\$ (10,000)	La Puente Safe Routes to School Master Plan (LP SRTSMP) deferred revenues of \$10K.
Total Liabilities and Deferred Revenue	\$ (13,267,769)	\$ (13,717,438)	\$ (449,669)	
Fund Balance	\$ 27,391,961	\$ 27,042,618	\$ (349,344)	
WORKING CAPITAL				
	10/31/2020	11/30/2020	Incr (decr) to working capital	
Cash	\$ 16,269,629	\$ 20,746,845	\$ 4,477,215	
Accounts Receivable	\$ 15,008,904	\$ 11,269,620	\$ (3,739,283)	
Accounts Payable	\$ (374,464)	\$ (736,270)	\$ (361,806)	
Employee-related Liabilities	\$ (346,867)	\$ (424,730)	\$ (77,864)	
Working Capital	\$ 30,557,202	\$ 30,855,464	\$ 298,262	



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through November 30, 2020

COMPREHENSIVE BUDGET

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1		Staff & Allocated Fringe Benefits	237,765	237,765	19,019	-	218,746	8.0%
2	51001	Allocated Indirect Costs	311,548	311,548	24,911	-	286,637	8.0%
3	54300	SCAG Consultants	327,000	319,000	23,840	288,369	6,791	7.5%
4	54340	Legal costs	100,000	100,000	-	100,000	0	0.0%
5	55210	Software	76,400	76,400	12,502	-	63,898	16.4%
6	55441	Payroll, bank fees	15,000	15,000	3,058	11,942	(0)	20.4%
7	55600	SCAG Memberships	116,000	116,000	65,498	1,545	48,957	56.5%
8	55610	Professional Membership	11,500	11,500	3,323	957	7,220	28.9%
9	55620	Res mat/sub	2,000	2,000	1,005	-	995	50.3%
10	55860	Scholarships	36,000	44,000	44,000	-	0	100.0%
11	55910	RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
12	55912	RC Retreat	13,000	13,000	-	-	13,000	0.0%
13	55914	RC General Assembly	611,500	611,500	-	28,281	583,219	0.0%
14	55915	Demographic Workshop	28,000	28,000	-	-	28,000	0.0%
15	55916	Economic Summit	85,000	85,000	-	16,740	68,260	0.0%
16	55918	Housing Summit	20,000	20,000	-	-	20,000	0.0%
17	55920	Other Meeting Expense	86,500	86,500	219	19,781	66,500	0.3%
18	55xxx	Miscellaneous other	67,260	67,260	5,161	244	61,855	7.7%
19	55940	Stipend - RC Meetings	195,000	195,000	84,530	-	110,470	43.3%
20	56100	Printing	10,000	10,000	-	-	10,000	0.0%
21	58100	Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
22	58101	Travel - local	47,500	47,500	-	-	47,500	0.0%
23	58110	Mileage - local	31,500	31,500	-	-	31,500	0.0%
24	58150	Travel Lodging	13,000	13,000	-	-	13,000	0.0%
25	58800	RC Sponsorships	150,000	150,000	29,773	-	120,227	19.8%
26		Total General Fund	2,683,973	2,683,973	316,839	467,859	1,899,275	11.8%
27					-			
28		Staff & Allocated Fringe Benefits	16,803,872	16,803,872	6,220,108	-	10,583,764	37.0%
29	51001	Allocated Indirect Costs	22,010,306	22,010,306	8,147,098	-	13,863,208	37.0%
30	54300	SCAG Consultants	30,910,906	32,853,797	2,563,542	14,694,847	15,595,408	7.8%
31	54302	Non-Profits/IHL	705,601	705,601	-	108,152	597,449	0.0%
32	54303	Consultants TC - FTA 5303	6,919,788	6,919,788	211,063	1,214,232	5,494,493	3.1%
33	54340	Legal Services - FTA 5303	50,000	50,000	-	50,000	0	0.0%
34	54360	Pass-through Payments	3,031,153	9,191,406	-	7,191,406	2,000,000	0.0%
35	55210	Software Support	250,000	250,000	152,564	-	97,436	61.0%
36	55250	Cloud Services	2,122,030	2,122,030	63,169	177,040	1,881,821	3.0%
37	5528x	Third Party Contributions	5,569,260	5,539,601	1,572,842	-	3,966,759	28.4%
38	55310	F&F Principal	251,852	251,852	103,456	147,726	670	41.1%
39	55315	F&F Interest	19,237	19,237	9,059	10,178	0	47.1%
40	55320	AV Principal	141,160	141,160	57,887	83,273	0	41.0%
41	55325	AV Interest	4,567	4,567	2,130	2,437	0	46.6%
42	55415	Off Site Storage	-	476	476	-	(0)	100.0%
43	55xxx	Office Expenses	-	159	159	-	0	100.0%
44	55520	Hardware Supp	5,000	5,000	-	-	5,000	0.0%
45	55580	Outreach/Advertisement	50,000	50,000	7,406	21,018	21,576	14.8%
46	55620	Resource Materials - subscrib	610,000	610,000	91,230	29,588	489,182	15.0%
47	55730	Capital Outlay	100,000	100,000	27,516	26,463	46,022	27.5%
48	55810	Public Notices	95,000	95,000	4,017	-	90,983	4.2%
49	55830	Conf. Registration	4,000	4,000	135	2,742	1,123	3.4%
50	55920	Other Meeting Expense	23,250	22,000	-	-	22,000	0.0%
51	55930	Miscellaneous	1,925,394	221,256	50	13,354	207,852	0.0%
52	55931	Misc Labor - TDA	-	255,239	599	-	254,640	0.2%
53	55932	Misc Labor, Future - TDA	-	1,305,763	-	-	1,305,763	0.0%
54	55950	Temp Help	-	21,796	21,796	-	0	100.0%
55	56100	Printing	17,000	17,000	436	-	16,564	2.6%
56	58xxx	Travel	245,466	243,516	-	-	243,516	0.0%
57	59090	Exp - Local Other	877,163	40,011,607	-	-	40,011,607	0.0%
58		Total OWP & TDA Capital	92,742,005	139,826,029	19,256,737	23,772,456	96,796,837	13.8%
59					-			
60		Comprehensive Budget	95,425,978	142,510,002	19,573,576	24,240,315	98,696,112	13.7%

Attachment: CFO Monthly Status Report - November 2020 (CFO Monthly Report)



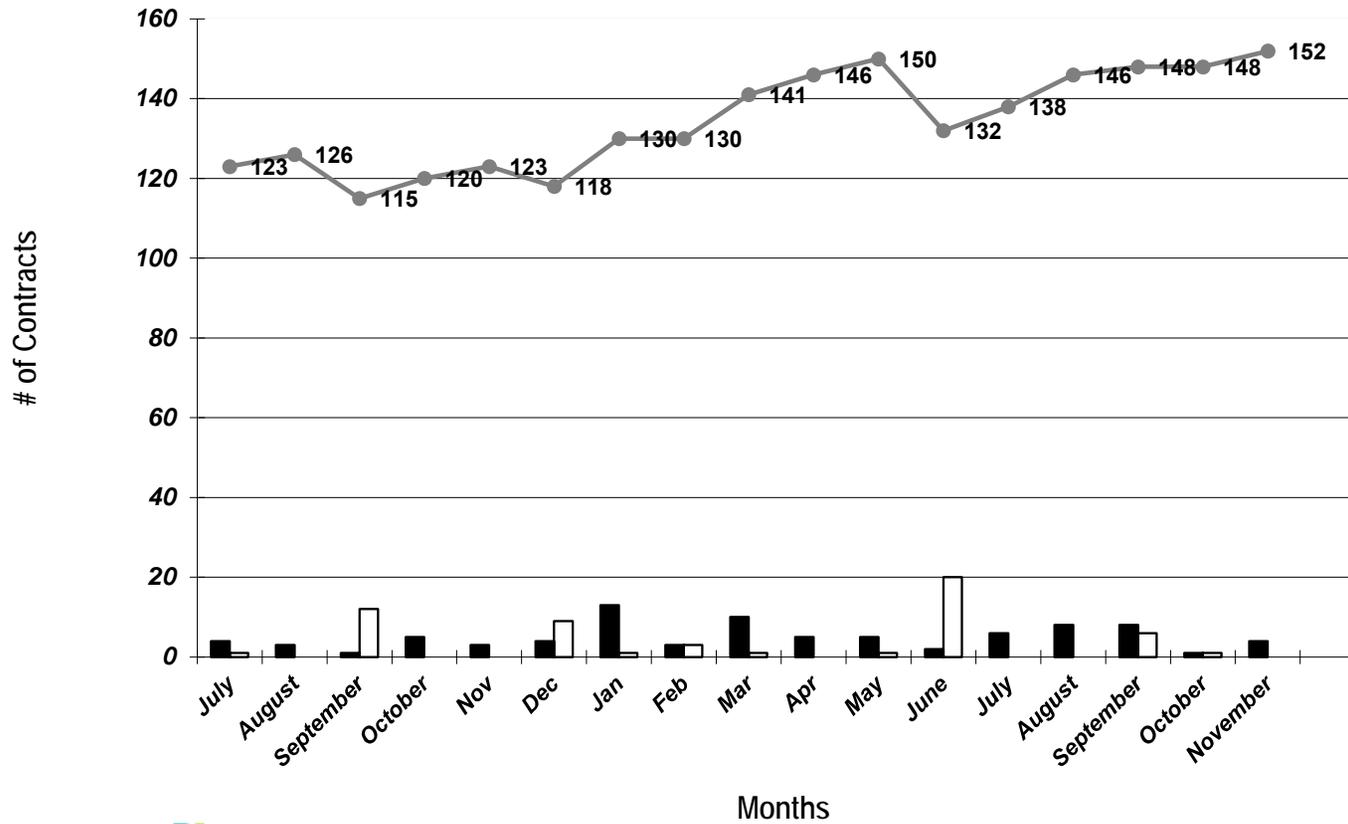
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through November 30, 2020

INDIRECT COST EXPENDITURES

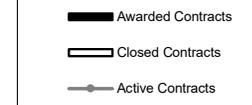
		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	6,854,986	6,854,986	2,793,962		4,061,024	40.8%
2	50013	1,000	1,000	376		624	37.6%
3	50014	78,000	78,000	45,897		32,103	58.8%
4	50030	80,000	80,000	-		80,000	0.0%
5	51xxx	5,486,258	5,486,258	1,996,087	-	3,490,171	36.4%
6	54300	768,300	768,300	65,168	293,676	409,456	8.5%
7	54301	1,318,000	1,277,489	230,135	460,008	587,345	18.0%
8	54340	40,000	40,000	2,500	305,986	(268,486)	6.3%
9	55210	1,279,900	1,279,900	387,233	17,362	875,305	30.3%
10	55220	2,715,000	2,715,000	184,786	191,034	2,339,179	6.8%
11	55240	26,500	26,500	2,066	23,771	663	7.8%
12	55270		1,243	1,243		0	100.0%
13	55315	8,078	8,078	3,805	-	4,273	47.1%
14	55325	14,111	14,111	6,582	-	7,529	46.6%
15	55400	2,192,805	2,192,805	950,233	1,242,573	(0)	43.3%
16	55410	260,000	260,000	48,438	121,762	89,800	18.6%
17	55415	5,000	5,000	1,483	3,333	184	29.7%
18	55420	100,000	100,000	10,142	61,366	28,492	10.1%
19	55430	1,000	1,690	1,690	-	1	100.0%
20	55435	100,000	100,000	-	100,000	0	0.0%
21	55440	285,931	324,473	162,539	-	161,934	50.1%
22	55441	15,000	15,000	4,059	9,884	1,057	27.1%
23	55445	5,000	5,000	541	2,950	1,509	10.8%
24	55460	64,000	64,000	1,117	-	62,883	1.7%
25	55510	73,800	73,800	9,836	63,635	329	13.3%
26	55520	4,000	4,036	-	-	4,036	0.0%
27	55530	195,000	195,000	69,467	17,837	107,696	35.6%
28	55540	10,000	10,000	-	10,000	0	0.0%
29	55550	5,000	5,000	4,711	103	187	94.2%
30	55600	92,200	92,200	29,155	25,000	38,045	31.6%
31	55610	1,500	1,500	-	-	1,500	0.0%
32	55611	1,350	1,350	-	-	1,350	0.0%
33	55620	60,300	60,300	26,970	8,707	24,623	44.7%
34	55700	185,000	185,000	-	-	185,000	0.0%
35	55720	75,000	75,000	-	-	75,000	0.0%
36	55800	25,000	25,000	12,419	12,581	(0)	49.7%
37	55801	45,000	45,000	9,043	21,493	14,464	20.1%
38	55810	2,500	2,500	-	-	2,500	0.0%
39	55820	30,000	30,000	2,750	-	27,250	9.2%
40	55830	20,000	20,000	327	-	19,673	1.6%
41	55840	65,000	65,000	32,585	-	32,415	50.1%
42	55920	2,500	2,500	1,000	-	1,500	40.0%
43	55950	106,000	106,000	66,207	412	39,381	62.5%
44	55xxx	26,500	26,500	-	-	26,500	0.0%
45	56100	23,000	23,000	-	17,813	5,187	0.0%
46	58100	83,300	83,300	-	-	83,300	0.0%
47	58101	20,000	20,000	625	-	19,375	3.1%
48	58110	23,500	23,500	-	-	23,500	0.0%
49	58120	3,000	3,000	-	-	3,000	0.0%
50	Total Indirect Cost	22,877,319	22,877,319	7,165,175	3,011,288	12,700,856	31.3%

Attachment: CFO Monthly Status Report - November 2020 (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 2019 thru November 2020



Summary

As illustrated on the chart, the Contracts Department is currently managing a total of 152 contracts. Sixty (60) are Cost Plus Fee contracts; fifty-five (55) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-seven (37) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately seventy (70) contracts for FY 2020-21. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO
Staffing Report as of December
1, 2020



GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive Office	9	9	0
Human Resources	6	4	2
Legal Services	2	1	1
Finance	24	22	2
Information Technology	26	21	5
Policy & Public Affairs	21	18	3
Planning & Programs	89	73	16
Total	177	148	29

OTHER POSITIONS

GROUPS	Interns or Volunteers	Temp Positions	Agency Temps
Executive Office	0	0	0
Human Resources	0	0	1
Finance	0	1	3
Policy & Public Affairs	0	0	0
Information Technology	0	0	0
Planning & Programs	10	1	0
Total	10	2	4

Attachment: CFO Monthly Status Report - November 2020 (CFO Monthly Report)



Southern California Association of Governments
Remote Participation Only
January 7, 2021

To: Executive/Administration Committee (EAC)
Community, Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Jepson, Planning Director,
(213) 236-1955, Jepson@scag.ca.gov

Subject: California Air Resources Board (CARB) Acceptance of Connect
SoCal and Recommendations

RECOMMENDED ACTION FOR CEHD, EEC AND TC:

Receive and File

RECOMMENDED ACTION FOR EAC AND RC:

Information Only - No Action Required

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 California Air Resources Board (CARB) released Executive Order G-20-239 which accepts SCAG's determination that the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, Connect SoCal) meets the applicable 2035 greenhouse gas emission reduction target. The acceptance was issued on October 30, 2020, enabling projects from the SCAG region to be eligible for the Senate Bill 1 (SB 1) grants approved at the California Transportation Commission meeting in December. The CARB determination included several recommendations which staff will work to address in the coming months through collaboration with local and state partners.

BACKGROUND:

In compliance with the Sustainable Communities and Climate Protection Act of 2008 (SB 375) SCAG completes a Sustainable Communities Strategy as part of its Regional Transportation Plan (RTP/SCS) every four years. Once adopted, SCAG submits the SCS to CARB to make the determination "that the strategy submitted would, if implemented, achieve the greenhouse gas emission reduction

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targets established by the state board.”¹

SCAG’s 2020 RTP/SCS, Connect SoCal, faced a new, higher target for 2035 of 19 percent per capita greenhouse gas (GHG) emissions reduction, relative to 2005 levels, as well as needed to comply with updated SCS Evaluation Guidelines from CARB. These new guidelines broadened the scope of CARB’s review to include more detailed assessment of the SCS strategies such as the policy commitments relating to implementation. The review also included reporting components to evaluate equity, incremental progress (compared to the last SCS) and tracking implementation (related to CARB’s Senate Bill 150 responsibility).

SCAG staff submitted the SCS Submittal Package to CARB on August 28, 2020 and worked with CARB staff to promptly answer subsequent clarification questions and requests over the following weeks. CARB’s extensive review of SCAG’s SCS submittal data, modeling and supportive documentation enabled them to issue Executive Order G-20-239 to accept SCAG’s determination that the SCS, if implemented, will reduce per capita GHG emissions by 19 percent in 2035, compared with 2005 levels. CARB’s evaluation of the 2020 SCS concludes that the plan includes sufficiently supportive indicator trends; near-term policy support actions; active transportation, transit, and other SCS-supportive project investments; and adjustments in response to observed implementation challenges. The acceptance of the SCS by CARB came just in time for projects from the SCAG region to be eligible for SB 1 grants from the Trade Corridor Enhancement Program and Solutions for Congested Corridors programs approved by the California Transportation Commission in December.

However, while CARB staff “commend SCAG and its member jurisdictions for demonstrating innovative thinking and leadership with the additional strategies included within the 2020 SCS²” they expressed concerns about SCAG’s ability to implement the plan.

CARB shared eight specific recommendations with its determination:

1. Deprogram Capacity Expansion Projects and Prioritize Funding for Transportation Projects that Advance SCS Implementation and Goals
 - a. CARB recommends that SCAG develop a more rigorous vetting process and a project analysis tool to be used by local agencies when submitting projects for consideration in the RTP project list in order to advance projects that are well-aligned with the SCS³.

¹ Government Code 65080(b)(2)(J)(ii)

² California Air Resources Board Executive Order G-20-239 and CARB Evaluation Packet of SCAG’s 2020 RTP/SCS <https://scag.ca.gov/sites/main/files/file-attachments/carb-2020-scs-evaluation-packet.pdf?1606337689>

³ CA Government Code section 65080(b)(2)(L) specify that “Nothing in this section shall require a transportation sales tax authority to change the funding allocations approved by the voters for categories of transportation projects in a sales tax measure adopted prior to December 31, 2010”

2. Monitor Implementation of the Adopted SCS Strategies, Actions, and Transportation Project List
 - a. CARB recommends tracking and reporting on the implementation of all strategies and providing data-supported metrics in order to determine which strategies are performing well or which should be adjusted in future SCSs.
3. Accelerating Infill to Further SCS Implementation and Goals
 - a. CARB recommends that jurisdictions should align planning and local policies and actions that support the goals of the SCS and the regional housing needs assessment (RHNA) and that in the next SCS the Open Space and Natural Lands Mitigation Program should be fully developed.
4. State and Regional Partnership on Pricing Pilot Options
 - a. CARB states that SCAG needs to identify further progress on implementation of its pricing strategies in order to receive credit for the full GHG emission reductions in the next SCS.
5. Improve GHG Benefit Estimates for 2020 SCS New Strategies
 - a. CARB expects more detailed local data and specific supporting actions to be provided in the next SCS.
6. Provide All Trend Analysis Metrics
 - a. CARB requests that additional specific performance indicators are included in the next SCS.
7. Improve Modeling and Data
 - a. CARB recommends specific model improvements such as incorporation of transportation network companies (TNCs) and autonomous vehicles as part of the mode choice model of the activity-based travel demand model (ABM) as well as adjustments to the off-model assumptions documentation.
8. Analyze Induced Travel Demand
 - a. CARB recommends that SCAG explores methods of analyzing long-term induced demand that can identify the geographic areas of induced travel through an integrated land use and travel demand model.

SCAG staff are working to evaluate and determine how best to approach each recommendation and will collaborate with state and local partners to identify paths forward. These recommendations will also inform the development of the 2024 RTP/SCS in order to ensure that SCAG continues to receive full GHG emission reduction credit for the strategies and efforts identified in the SCS. However, further discussion with CARB staff will be necessary to ensure that SCAG can comply with the intent of the recommendations without diverting resources away from our support of local jurisdictions and agencies in implementing the plan in order to provide enhanced documentation for CARB.

It will take the continued leadership of SCAG's Regional Council and Committee members and partnership with our local jurisdictions and County Transportation Commissions to implement Connect SoCal and to address these recommendations raised by CARB.

CARB's Determination and Evaluation can be found on SCAG's website, under "Approvals" on the Adopted Final Connect SoCal page here: <https://scag.ca.gov/read-plan-adopted-final-plan>

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (310.4874.01 Connect SoCal Development).

ATTACHMENT(S):

1. California Air Resources Board Executive Order G-20-239 and CARB Evaluation Packet of SCAG's 2020 RTPSCS

October 30, 2020

Mr. Kome Ajise
Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, California 90017

Dear Mr. Ajise:

In accordance with the Sustainable Communities and Climate Protection Act of 2008, please find enclosed the California Air Resources Board's (CARB) Executive Order G-20-239 and CARB staff's determination based on its evaluation of the Southern California Association of Governments' SB 375 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 SCS). The Executive Order accepts the Southern California Association of Governments' (SCAG) determination that its 2020 SCS would, when implemented, meet the applicable 2035 greenhouse gas (GHG) emissions reduction target for automobiles and light trucks as established by CARB in 2018, specifically, a 19 percent per capita reduction by 2035 relative to 2005 levels. CARB staff's determination summarizes its assessment, findings, and recommendations relating to the determination on the 2035 target. CARB's full evaluation report of SCAG's 2020 SCS will be transmitted to you separately and posted on CARB's website in the coming weeks.

While SCAG appropriately provided a determination to CARB as to whether its 2020 SCS meets the 2020 target, its reliance on modeled evidence without consideration of observed data and the performance indicators, as called for in CARB's SCS evaluation guidelines, was inappropriate. As a result, CARB staff could not evaluate the adequacy for the 2020 determination and therefore does not include a conclusion on the 2020 determination. Furthermore, observed data regarding housing development and transit ridership show that SCAG may not in fact be achieving the target. CARB explains in its determination the importance of this information to support a 2020 target determination in SCSs to meet SB 375 requirements and achieve anticipated GHG reductions needed to meet State climate commitments.

CARB staff commend SCAG and its member jurisdictions for demonstrating innovative thinking and leadership with the additional strategies included within the 2020 SCS. Though the Executive Order accepts the 2020 SCS 2035 target determination based on a sufficient presentation of information that would support achievement if every

strategy and measure were in fact implemented, CARB staff were reluctant to approve this SCS due to serious concerns about whether this plan will really be implemented. Many of the SCAG's key actions rely heavily on others to implement them and there are no existing commitments to do so. For example, the average vehicle ridership for job centers, parking deregulation in transit priority areas, co-working, and job center parking strategies require local or private support and buy-in to implement. Additionally, many of the funding sources identified to support the SCS strategies, key actions, and projects, rely on legislative authority for implementing its congestion pricing and mileage-based user fee strategies that may or may not be forthcoming. Furthermore, transit and active transportation projects that will support GHG emission reductions are back loaded to occur around or after 2035, suggesting they will not be implemented in time to meet the 2035 target.

Even with a commitment to 100 percent zero-emission vehicles sales in 2034¹, California needs strong commitments to implement vehicle miles traveled (VMT) reduction strategies by every region in the State to meet its SB 375 targets and support the statewide effort to successfully mitigate the worst impacts of climate change. Commitment to implementing SCAG's latest adopted 2020 SCS strategies is an important piece of this. At the same time, commitment is needed to reduce project investments in projects that are counter to the region's adopted SCS land use and housing strategy, and will increase VMT. Future regional target setting for 2035 will need to consider whether a more aggressive GHG reduction target is appropriate given that the SCS appears to achieve its targets despite the inclusion of these types of roadway capacity expansion projects. This suggests more needs to be done to realize SB 375's goals.

To support successful implementation of the 2020 SCS, and the GHG benefits claimed, CARB staff include specific recommendations within the SCS Evaluation Report and requests SCAG regularly monitor the implementation actions associated with its SCS in consultation with CARB and other relevant agencies.

CARB staff appreciates SCAG's continued work to advance the sustainability of transportation and land use planning in California, and looks forward to an ongoing partnership to implement this plan. If you have any questions or need further information, please contact Jennifer Gress, Chief, Sustainable Transportation and Communities Division, at jennifer.gress@arb.ca.gov.

¹ See Governor Gavin Newsom's [Executive Order N-79-20](#). September 2020.

Mr. Kome Ajise
October 30, 2020
Page 3

Sincerely,



Richard W. Corey
Executive Officer

Enclosures

cc: (via email)

Ms. Sarah Jepson
Planning Director
Southern California Association of Governments (SCAG)
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Ms. Jennifer Gress, Ph.D.
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**State of California
AIR RESOURCES BOARD**

Executive Order G-20-239

**Southern California Association of Governments'
(SCAG)
2020 Sustainable Communities Strategy
CARB Acceptance of GHG Quantification Determination**

WHEREAS, SB 375 (Steinberg, Chapter 728, Statutes of 2008), also known as the Sustainable Communities and Climate Protection Act, aims to reduce greenhouse gas (GHG) emissions from passenger vehicle travel through improved transportation and land use planning at the regional scale;

WHEREAS, SB 375 requires each of the State's 18 federally designated Metropolitan Planning Organizations (MPOs), including the Southern California Association of Governments (SCAG), to develop a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy that meets the regional GHG emissions reduction targets for automobiles and light trucks set by the California Air Resources Board (CARB or Board);

WHEREAS, on September 23, 2010, the Board set targets for the SCAG region of an 8 percent per capita reduction by 2020, and a 13 percent per capita reduction by 2035 relative to 2005 levels;

WHEREAS, on June 4, 2012, CARB accepted SCAG's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its first SCS, adopted by the SCAG Regional Council on April 4, 2012;

WHEREAS, on June 28, 2016, CARB accepted SCAG's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its second SCS, adopted by the SCAG Regional Council on April 7, 2016;

WHEREAS, on March 22, 2018, the Board set targets for the SCAG region of an 8 percent per capita reduction by 2020 and a 19 percent per capita reduction by 2035 relative to 2005 levels;

WHEREAS, in preparation for its 2020 SCS, SCAG staff engaged the public via advisory committee meetings, stakeholder working group meetings, public workshops, and public hearings between September 2018 and September 2020;

WHEREAS, in November 2019, SCAG published its draft 2020 SCS, which was available for public review through January 2020;

WHEREAS, on September 3, 2020, SCAG's Regional Council adopted the final 2020 SCS, known as the Connect SoCal 2020 - 2045 Regional Transportation

Plan/Sustainable Communities Strategy, with a determination that the SCS would achieve the region's GHG target of an 8 percent per capita reduction by 2020 and a 19 percent per capita reduction by 2035 relative to 2005 levels;

WHEREAS, SCAG submitted the final 2020 SCS to CARB on September 11, 2020, as required by California Government Code section 65080, subdivision (b)(2)(J)(ii), and completed its submittal of supporting information on October 9, 2020;

WHEREAS, CARB staff performed an evaluation of the 2020 SCS's quantification of the GHG emissions reductions the strategy would achieve and the technical methodology used to obtain that result based on CARB's November 2019 document entitled *Final Sustainable Communities Strategy Program and Evaluation Guidelines*;

WHEREAS, CARB staff's evaluation indicated that SCAG appropriately included a determination as to whether its 2020 SCS meets the 2020 GHG emissions reduction target, however, CARB staff found that the determination was made relying on modeled evidence only, without consideration of observed data and performance indicators as called for in CARB's SCS evaluation guidelines, which prevented CARB from performing an evaluation of the 2020 target determination;

WHEREAS, CARB staff's evaluation indicated that SCAG used technical methodologies that would reasonably quantify GHG emissions reductions from the 2020 SCS for 2035;

WHEREAS, CARB staff's evaluation indicated that SCAG's 2020 SCS included strategies, key actions, and investments to support its stated GHG emissions reductions for 2035;

WHEREAS, CARB staff's evaluation showed SCAG's 2020 SCS, when implemented, would meet the applicable GHG emissions reduction target that the Board established for the region for 2035;

WHEREAS, CARB staff's technical evaluation of SCAG's GHG emissions reduction determination is included in Attachment A, Evaluation of the Southern California Association of Governments' SB 375 2020 Sustainable Communities Strategy, October 2020;

WHEREAS, California Government Code section 65080, subdivision (b)(2)(J)(ii), calls for CARB to accept or reject an MPO's determination that the Sustainable Communities Strategy submitted would, if implemented, achieve the GHG emissions reduction targets established by the Board;

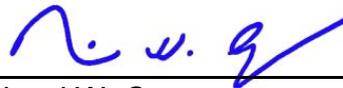
WHEREAS, California Health and Safety Code sections 39515 and 39516 delegate to the Board's Executive Officer the authority to act on behalf of the Board in this manner;

NOW, THEREFORE, BE IT RESOLVED that under California Government Code section 65080, subsection (b)(2)(J)(ii), the Executive Officer hereby accepts SCAG's determination that the SCS adopted by the SCAG Regional Council on September 3, 2020, would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035,

relative to 2005 levels, as established by CARB for the region.

NOW, THEREFORE, CARB staff is directed to forward this executive order to the SCAG Executive Director.

Executed at Sacramento, California this 30th day of October 2020.



Richard W. Corey
Executive Officer

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EVALUATION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' SB 375 2020 SUSTAINABLE COMMUNITIES STRATEGY

October 2020



This document has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the California Air Resources Board, nor does the mention of trade names or commercial products constitute endorsement or recommendation for use.

Electronic copies of this document are available for download from the California Air Resources Board's internet site at:

<https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program>

In addition, written copies are also available. Please email California Air Resources Board program staff at sustainablecommunities@arb.ca.gov to place your request.

For individuals with sensory disabilities, this document is available in Braille, large print, audiocassette, or computer disk. Please contact CARB's Disability Coordinator at (916) 323-4916 by voice or through the California Relay Services at 711, to place your request for disability services. If you are a person with limited English and would like to request interpreter services, please contact CARB's Bilingual Manager at (916) 323-7053.

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Background

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) is intended to support the State’s broader climate goals by encouraging integrated regional transportation and land use planning that reduces greenhouse gas (GHG) emissions from passenger vehicle use. California’s metropolitan planning organizations (MPO) develop regional Sustainable Communities Strategies (SCS) – as part of their regional transportation plans (RTP) – which contain land use, housing, and transportation strategies that, when implemented, can meet the per capita passenger vehicle GHG emission reductions targets for 2020 and 2035 set by the California Air Resources Board (CARB or Board). Once an MPO adopts an SCS, SB 375 directs CARB to accept or reject an MPO’s determination that its SCS, when implemented, would meet the targets.

On September 3, 2020, Southern California Association of Governments (SCAG)¹, which serves as the MPO for the Southern California region, adopted its 2020 Regional Transportation Plan/Sustainable Communities Strategy, also known as *Connect SoCal*.² SCAG provided for CARB staff’s review, a complete submittal of the 2020 SCS and all necessary supporting information on October 9, 2020. SCAG’s 2020 SCS estimates an 8 percent and a 19 percent decrease in GHG per capita emissions from light-duty passenger vehicles by 2020 and 2035, respectively, compared to 2005. The region’s per capita GHG emissions reduction targets are 8 percent in 2020 and 19 percent in 2035, compared to 2005 levels, as adopted by the Board in 2018.³ This report reflects CARB’s evaluation of SCAG’s 2020 SCS GHG quantification.

¹ Southern California Association of Governments is the largest MPO in California, covering six counties and 191 cities in the Southern California region. The SCAG region includes 48 percent of California’s population with about 19.1 million people.

² Southern California Association of Governments. 2020 Regional Transportation Plan/Sustainable Communities Strategy. Available at: <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>.

³ Board Resolution 18-12 (March 22, 2018) Available at: https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Final_Target_Staff_Report_%202018_Resolution_18-12.pdf.

CARB's Evaluation

After CARB set the first SB 375 GHG emission reduction targets in 2010, CARB staff developed the first guidelines⁴ on how SCSs would be evaluated for the purposes of CARB's determination in 2011. These 2011 Evaluation Guidelines focused on the technical aspects of regional travel demand modeling and analysis for how CARB would determine acceptance or rejection of an MPO's determination that it met its applicable GHG emission reduction targets. In 2018, when CARB updated the SB 375 GHG emission reduction targets, the Board directed CARB staff to place greater attention on the strategies, key actions, and investments committed by the MPOs rather than on modeling outputs. Pursuant to Board direction, CARB staff updated its 2011 Evaluation Guidelines in the document [Final Sustainable Communities Strategy Program and Evaluation Guidelines](#)⁵ (2019 Evaluation Guidelines). Under CARB staff's 2019 Evaluation Guidelines, evaluation of SCS strategies, key supporting actions and investments serve as the basis for accepting or rejecting an MPO's SB 375 GHG determination.

CARB's evaluation of the SCS consists of two components - the determination and reporting components and is based on the general method described in CARB staff's 2019 Evaluation Guidelines. This report summarizes CARB staff's evaluation of SCAG's 2020 SCS.

The determination component covers the analyses conducted by CARB staff to determine whether the SCS would achieve the applicable GHG emission reduction targets when implemented. This component consists of a series of four policy analyses, which evaluate whether the strategies, key actions and investments from the SCS support its stated GHG emission reductions. These four analyses include Trend Analysis, Policy Analysis, Investment Analysis, and Plan Adjustment Analysis. CARB staff's evaluation relied on a review of SCAG's 2020 SCS, additional SCS submittal materials provided by SCAG further explaining its modeling inputs and assumptions, performance indicators trends, key actions, investments, current trends and plan

⁴ California Air Resources Board. Description of Methodology for ARB Staff Review of Greenhouse Gas Reductions from Sustainable Communities Strategies Pursuant to SB 375. July 2011. Available at: https://ww3.arb.ca.gov/cc/sb375/scs_review_methodology.pdf.

⁵ California Air Resources Board. *Final Sustainable Communities Strategy Program and Evaluation Guidelines*. November 2019. Available at: <https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Report.pdf>.

adjustments, as well as on information gathered in follow up conversations with SCAG staff. For a summary of strategies and quantification methods evaluated as part of SCAG's 2020 SCS submittal see Appendix A.

With respect to the reporting component, the 2019 Evaluation Guidelines includes three elements: tracking implementation, incremental progress, and equity. Tracking implementation reporting captures progress the region has made toward its SCS implementation based on observed data and whether it is on track to meet the GHG reduction targets based on how well the observed data track with what the plan said would happen. Incremental progress reports on whether an MPO's SCS includes more or enhanced strategies compared to its prior SCS that are consistent with the information the MPO shared during the 2018 target-setting process. The equity section identifies the efforts the MPO has undertaken to meet federal and State requirements related to equity. These reporting components are included as Appendix C: MPO Reporting, and serves to identify the effectiveness of prior SCS implementation efforts and increase overall transparency of the SCS for the public and other stakeholders.

Trend Analysis

This section summarizes CARB's analysis of key plan performance indicators to determine if the data provided by SCAG support the 2020 SCS's stated GHG and vehicle miles traveled (VMT) reductions. As part of the 2019 Evaluation Guidelines, CARB staff requested data on the following eight performance indicators: 1) household vehicle ownership, 2) mode share, 3) average travel time by mode, 4) daily transit ridership, 5) average trip length by mode, 6) seat utilization, 7) VMT per capita, and 8) GHG per capita. These indicators represent how a region can show changes to its per capita VMT over time through policies and investments undertaken and reflected in its SCS.

SCAG provided data associated with these metrics from the output of its travel demand model, SCAG Activity-Based Travel Demand Model (ABM). Staff analyzed how these metrics change over time (i.e., 2016 to 2035)⁶ to determine whether these eight SCS

⁶ The trend analysis is intended to analyze trends for the target year compared to 2005. However, SCAG did not provide 2005 data for some performance indicators, including Average Trip Length by Mode, Daily Transit Ridership, and Average Travel Time by Mode due to a change in the modeling platform from a trip-based model to a new activity-based travel demand model. Therefore, CARB's trend analysis is based on 2016 and 2035 data.

performance indicators are trending in a direction that supports the stated GHG/VMT reductions. Table 1 provides a summary of the trend analysis for SCAG’s 2020 SCS. SCAG did not provide transit seat utilization data, so CARB staff could not review the trend for those data.

Table 1. Trend Analysis Results

Performance Indicator	Forecast Change* 2016** to 2035	Trend Analysis
Average Trip Length By Mode	SOV (-3.8%) HOV (-3.6%) Transit (+19.8%) Bike (+7.4%) Walk (+1.3%)	SCAG’s 2020 SCS forecasts a decrease in the average single-occupancy vehicle (SOV) trip length from 12.1 miles/day in 2016, to 11.7 miles/day in 2035. Over the same time period, trip lengths for bike/walk increase from 1.7 to 1.8 and transit increases from 7.3 to 8.8 over the same period. CARB finds these trends directionally supportive and consistent with the relationship shown in the empirical literature that reducing SOV trip length reduces VMT and GHG emissions. Please see Appendix B: Data Table for more details.
Average Travel Time By Mode	SOV (-10.7%) HOV (-6%) Transit (+16.3%)	SCAG’s 2020 SCS forecasts a decrease in the average SOV travel time (20 minutes in 2016 to 17.9 minutes in 2035) and high-occupancy vehicle (HOV) travel time (13 minutes to 12.2 minutes); with increasing transit travel time (39.1 minutes to 45.4 minutes) over the same time period. CARB finds these trends directionally supportive and consistent with the relationship shown in the empirical literature that travel time and trip length change proportionally and are supportive of reducing VMT and GHG emissions. Please see Appendix B: Data Table for more details.
Mode Share	SOV (-0.2%) Transit (+1.4%) Bike/Walk (+1.0%)	SCAG’s 2020 SCS forecasts that mode share for SOV will slightly decrease from 36% in 2016 to 35.8% in 2035, while mode share for transit and walk/bike will increase from 3.2% to 4.7%, and 9.1% to 10.1%, respectively, over the same period. CARB finds these trends directionally supportive and consistent with the relationship shown in the empirical literature that shifting away from driving alone to other modes such as transit, walk and bike reduces per capita VMT

		and GHG emissions. Please see Appendix B: Data Table for more details.
Daily Transit Ridership	+115.4%	<p>SCAG's 2020 SCS forecasts daily transit ridership increases from 2,074,697 in 2016 to 4,469,294 in 2035. CARB staff finds these trends directionally supportive and consistent with the relationship shown in the empirical literature that increasing transit ridership will reduce GHG emissions. However, CARB staff has concern about this trend when looked at in the context of the trend in transit travel time (which increase from 39.1 minutes to 45.4 minutes in 2035 as noted above) compared to driving alone (which decrease from 20 minutes to 17.9 minutes in 2035 as noted above). Transit travel time is more than two times longer than driving alone despite transit trip lengths being one-third the length of SOV trips. This is not consistent with the empirical literature that shows decreasing SOV travel times alongside increasing and longer transit travel times would increase transit ridership and reduce GHG emissions. Please see Appendix B: Data Table for more details.</p>
Household Vehicle Ownership	-1.2%	<p>SCAG's 2020 SCS forecasts a decrease in household vehicle ownership from 1.90 in 2016 and 1.88 in 2035. CARB staff finds the 2016 to 2035 trend directionally supportive of reducing GHG emissions and consistent with the relationship shown in the empirical literature that reducing vehicle ownership reduces GHG emissions. However, CARB staff has concern about this trend when looked at in the context of transit ridership per household (i.e., 0.34 in 2016 to 0.62 in 2035). The magnitude of increase in transit ridership forecasted may not be consistent with the modest reduction in vehicle ownership between 2016 and 2035, even though transit ridership increases over the same period. This is contrary to the empirical literature where a household that uses more transit tends to own fewer vehicles. These results are not consistent and may not support</p>

		reducing GHG emissions. Please see Appendix B: Data Table for more details.
VMT per Capita	-13.9%	SCAG's 2020 SCS forecasts VMT to decrease from 23.1 VMT/day in 2016 to 19.8 VMT/day in 2035. CARB staff finds this trend supportive and consistent with the relationship shown in the empirical literature that reducing VMT per capita will reduce GHG emissions. Please see Appendix B: Data Table for more details.
GHG per Capita Reduction Between 2005 and 2020	-8.3%	The GHG per capita reduction forecasted by SCAG meets the target established by CARB. Please see Appendix B: Data Table for more details.
GHG per Capita Reduction Between 2005 and 2035	- 19.1%	The GHG per capita reduction forecasted by SCAG meets the target established by CARB. Please see Appendix B: Data Table for more details.
Seat Utilization	SCAG did not provide data.	
* (-) decreasing, (+) increasing, (~) no change		
** For its 2020 RTP/SCS, SCAG used a new activity-based travel demand model. The output from this modeling included the performance indicators used for the trend analysis. SCAG was not able to provide modeled output for 2005 for all metrics, but did provide output for calendar year 2016, the base year of the plan.		

CARB staff finds that taken as a whole, the performance indicators used to conduct the Trend Analysis support the GHG reductions projected in SCAG's SCS.

Policy Analysis

The following section summarizes CARB staff's evaluation of whether or not SCAG's 2020 SCS contains key policy, investment, and other actions that support its identified strategies for meeting its GHG emission reduction targets using the general method described in CARB's 2019 Evaluation Guidelines. This analysis focuses on what policy commitments are contained in the SCS to support implementation and provides CARB with qualitative evidence on whether an MPO's claimed GHG reductions from its SCS strategies are likely, risky, or unlikely. CARB staff's analysis is organized across four broad SCS strategy categories: (1) land use and housing, (2) transportation infrastructure and network, (3) local/regional pricing, and (4) electric vehicle and new mobility. Within each strategy category, CARB staff discusses: the applicable SCS strategies; the planned outcomes that the SCS assumes will occur in 2035 when strategies are fully

implemented; and CARB staff's analysis of whether the SCS contains key policy and investment actions that will support implementation of the SCS strategies and planned outcomes.

CARB staff's analysis of key supporting actions looked at a number of policy factors that, when considered together, are expected to explain how the MPO region will achieve the development pattern, transportation network characteristics, and travel pattern assumed in its SCS by 2035. In general, across all strategy categories, CARB staff looked for:

- Whether the SCS provided policy actions that corresponded to each of its individual strategies.
- Whether the actions were clear with respect to scope, who will be involved, what will be done, and the anticipated implementation timeline.
- Whether the actions were measurable and included specific regional investment commitments in the RTP/SCS project list, policy and/or financial incentives; technical assistance; and if legislative or other entity action is needed, partnership activities to advance needed changes.

Information used for this effort was collected from SCAG's 2020 SCS and through additional supporting materials provided by SCAG in its submittal to CARB.

Land Use and Housing Strategy Commitments

SCAG's 2020 SCS includes four land use- and housing-related strategies, including infill development, increasing density near transit infrastructure, job/housing balance, and mixed land uses. Together, these land use and housing strategies support SCAG's goals of encouraging development of diverse land uses in areas that are supported by multiple transportation options and promoting conservation of natural and agricultural lands and restoration of habitats. SCAG estimates these strategies, in aggregate, will contribute to 14.2 percent⁷ of its total per capita GHG emissions reductions.

⁷ SCAG estimates VMT changes from its land use and housing strategies, along with transportation network changes, and pricing strategies in aggregate using its activity-based travel demand model.

SCS Planned Outcomes

The SCS includes assumptions about the type and character of new land use and housing development that will take place in the region between 2016 and 2035. Specifically, the plan⁸.

- Adds 1,158,000 new housing units and 1,177,000 new jobs.
- Increases the region's residential density by 20 percent.
- Includes 393,000 new single-family housing units (30 percent of the total new units) and 906,000 (70 percent) multi-family or attached housing.
- Forecasts 64 percent of households⁹ and 74 percent of employment to occur in the regions priority growth areas.
- Increases growth within priority areas¹⁰ (which include job centers, high-quality transit areas, and neighborhood mobility areas), avoids growth in absolute constrained areas¹¹, and avoids growth in variable constraint areas¹², where

SCAG uses these estimates to calculate the change in per capita GHG emissions. Therefore, the percent reduction reflected here represents SCAG's estimated reductions from implementing its land use and housing strategies, along with transportation network changes, and pricing strategies together. CARB is unable to isolate the emissions reductions associated with SCAG's land use and housing strategies only.

⁸ This subsection includes information based on the data table and compares demographic and land use indicators from the 2016 base year to 2035.

⁹ This bullet point refers to growth comparison tables provided by SCAG..

¹⁰ Priority growth areas are designated areas prioritized for new development based on established criteria (e.g., infrastructure, location, market). These include transit priority areas, high-quality transit areas, livable corridors, neighborhood mobility areas, jobs centers, and spheres of influence.

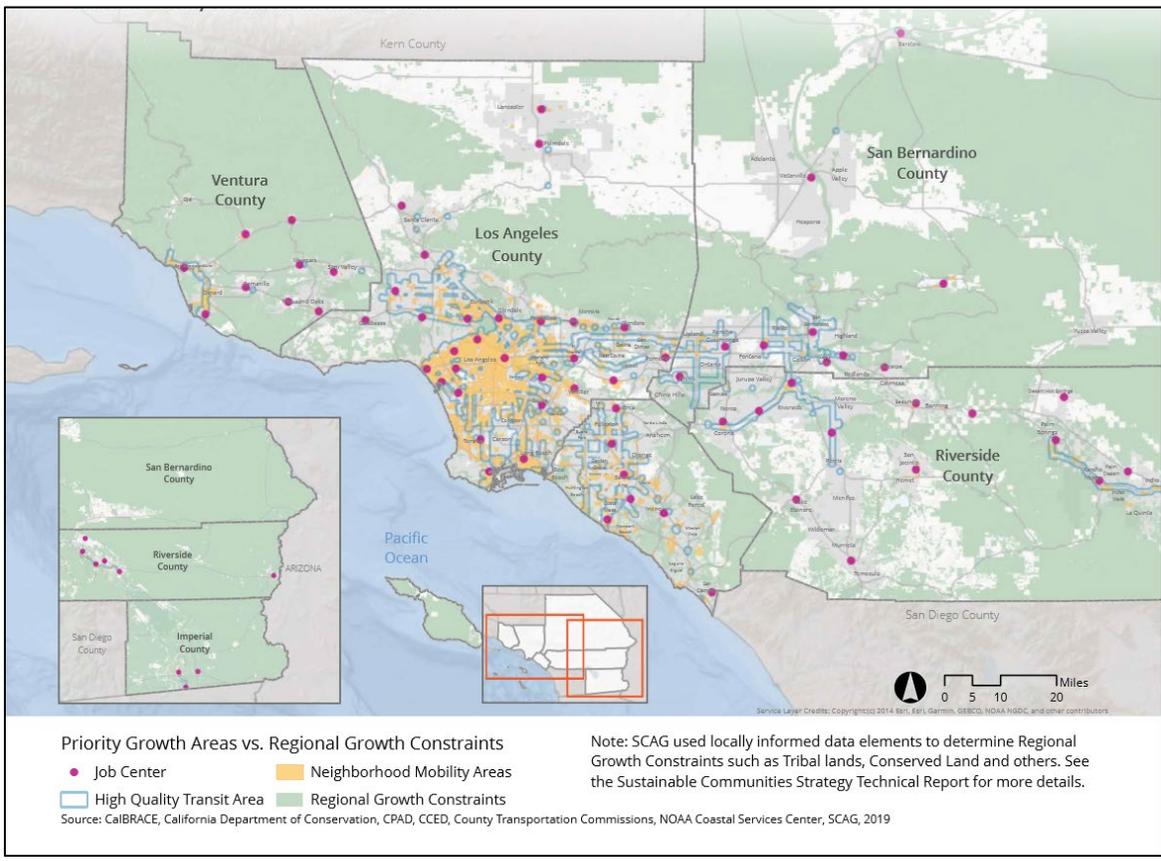
¹¹ Absolute constrained areas include tribal lands, military, open space, conserved lands, sea level rise areas, and farmlands in unincorporated areas. These areas were identified during the scenario development process to be used during the modeling process to redirect jurisdictional growth into other areas. These are intended to be regional guidelines and do not supersede existing regulations or protections, or local land use policy.

¹² Variable constrained areas included Wildland Urban Interface (WUI), grazing lands, farmlands in incorporated jurisdictions, 500-year flood plains, CalFire Very High Severity Fire Risk, and Natural Lands Conservation Areas. These areas were identified during the scenario development process to be used during the modeling process to redirect jurisdictional growth into other areas when feasible. These are intended to be regional guidelines and do not supersede existing regulations or protections or local land use policy.

possible¹³. See Figure 1 for locations of priority growth vs. regional growth constraints, or where development is assumed to occur and not occur in the region.

- Assumes 735,919 new housing units and 1,034,810 new jobs are located within a ½-mile of high-quality transit stations¹⁴ (a 35 percent and 29 percent increase, respectively, compared to 2016 levels).

Figure 1. Priority Growth Areas vs. Regional Growth



Source: SCAG, 2020 RTP/SCS

¹³ SCAG 2020 RTP/SCS, Sustainable Community Strategy Technical Report pages 18-19.

¹⁴ This is an area within a ½-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

Supporting Actions

While MPOs create SCSs that forecast regional growth patterns, local government staff and elected officials have almost exclusive authority over land use decisions relevant to implementing the SCS. Achieving the plan outcomes discussed above will therefore require local government action. Local actions that do not align with regional goals, such as allowing leapfrog development in natural or agricultural areas, and failing to allow enough infill, especially affordable housing and growth in walkable or transit-oriented areas, stifles the Southern California region's ability to implement the plan.

CARB staff checked for evidence that appropriate funding, other incentives, technical assistance, or other key actions were present to support the assumed development pattern in the SCS. In particular, CARB staff considered whether the SCS identified region-specific funding or technical assistance programs that support developers and local governments in prioritizing growth in the SCS's preferred growth areas. In addition, CARB staff checked to see how the SCS's assumptions about future housing unit development within the SCS's preferred growth areas compared against existing local plans, as alignment of regional and local plans is an important first step toward ensuring that future needs can be accommodated.

CARB staff found that the 2020 SCS land use and housing planned outcomes are supported by region-specific funding and planning program actions. In particular, the 2020 SCS carries over a number of positive, well-established programs and commitments to support implementation of the Southern California region's SCS land use and housing strategy. Notable examples include SCAG's technical assistance to help potential applicants compete for the Affordable Housing Sustainable Communities (AHSC) grant program¹⁵, as well as other technical assistance through programs such as Tool Box Tuesdays, where SCAG staff provide a range of practical skills and knowledge for local planners, including training in the use of computer-based tools and education in practical approaches to timely planning issues¹⁶. Applicants within the SCAG region have received funding from the AHSC grant program to help with the construction of affordable housing. Between 2014 and 2018 there were 36 projects awarded within the SCAG region, totaling over \$380 million in funding. These 36 projects will bring an additional 3,665 units of affordable housing in addition to improvements to the

¹⁵ More information can be found at: <http://ahsc.scag.ca.gov/Pages/Home.aspx>.

¹⁶ More information can be found at: <http://sustain.scag.ca.gov/Pages/ToolboxTuesdayTraining.aspx>.

surrounding transit, bicycle, and pedestrian infrastructure. SCAG’s member agencies will continue to compete for AHSC funding.

The 2020 SCS also identifies that SCAG will provide technical support to local jurisdictions for new pilot projects and will examine and evaluate the viability of tax increment financing tools for local sustainable infrastructure projects and local economies. SCAG has assumed \$3 billion in financing¹⁷ available from these value-capture strategies for infrastructure to support housing in transit areas, which is a new supporting action in the region.

To support its assumptions about absolute and constrained areas and other key provisions in the RTP/SCS, SCAG is also working on developing an Open Space and Natural Lands Mitigation Program¹⁸ to continue to engage partners and stakeholders on potential approaches to prioritize open space resources in the SCAG region.

Additionally, SCAG will continue to provide resources to local jurisdictions in the SCAG region for implementing new CEQA transportation impact assessment regulations as mandated by Senate Bill 743¹⁹. For example, a cooperative effort with the City of Los Angeles focuses on the evaluation of opportunities for developing a regional VMT exchange or banking program as potential VMT mitigation options to benefit local agencies throughout the SCAG region.

Table 2 shows CARB staff’s summary of SCAG’s 2020 SCS land use and housing strategy commitments and associated supporting actions and investments.

¹⁷ SCAG 2020 RTP/SCS, Transportation Finance Technical Report, page 9.

¹⁸ SCAG Final Overall Work Program Fiscal Year 2020-2021, page 77.

¹⁹ Senate Bill 743 (Steinberg, Chapter 386, Statutes of 2013).

Table 2. SCAG’s 2020 SCS Land Use and Housing Strategy Commitments and Supporting Actions

SCAG’s SCS Strategies	Estimated GHG Emission Reductions in 2035	SCS Supporting Actions and Investments	CARB Staff’s Analysis
Infill Development	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.	This strategy seeks to increase infill development in priority growth areas. SCAG intends to continue to fund local planning efforts through its Sustainable Communities Program ²⁰ to accelerate infill and development near transit. SCAG will also provide technical assistance to local governments, transit agencies and developers within the region to build housing capacity and to compete in the statewide Affordable Housing Sustainable Communities (AHSC) grant program.	Actions Identified ²¹ : Yes Funding in the RTP/SCS Project List ²² : N/A ²³ SCAG Program Funding Available ²⁴ : Yes, SCAG has identified resources to provide funding and technical assistance.

²⁰ SCAG’s Sustainable Communities Program provides resources and direct technical assistance to jurisdictions to complete important local planning efforts and enable implementation of the RTP/SCS. The 2020-2021 Sustainable Communities Program will provide local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. More information can be found at <http://sustain.scag.ca.gov/Pages/DemoProjApplication.aspx>.

²¹ Actions identified refers to if SCAG has identified how the SCS strategy will be implemented through actions.

²² Funding in the RTP/SCS Project List refers to if there are projects and investments in the financially constrained project list that support the SCS strategy.

²³ N/A means not applicable.

²⁴ SCAG Program Funding Available refers to if SCAG has resources to support the SCS strategy.

<p>Increasing Density Near Transit</p>	<p>Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.</p>	<p>This strategy seeks to increase density near transit. SCAG intends to continue to fund local planning efforts through its Sustainable Communities Program to accelerate infill and development near transit. SCAG will also provide technical assistance to local governments, transit agencies, and developers within the region to build housing capacity and to compete in the statewide AHSC grant program.</p> <p>SCAG also assumes \$3 billion from the formation of Enhanced Infrastructure Financing Districts (EIFD) and the use of tax increment financing for transit-supportive, housing-related infrastructure. SCAG seeks to expand activities to support local agencies in establishing self-help tax-increment financing districts. SCAG also seeks to leverage resources to support local activities that stimulate development near transit and in priority growth areas.</p>	<p>Actions Identified: Yes</p> <p>Funding in the RTP/SCS Project List: N/A</p> <p>SCAG Program Funding Available: Yes, SCAG has identified resources to provide funding and technical assistance, however, CARB staff is concerned about the certainty of funding from yet to be created EIFDs and the negative impacts of not obtaining needed funding to achieving reduction associated with the strategy.</p>
<p>Jobs/Housing Balance</p>	<p>Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.</p>	<p>This strategy seeks to create jobs/housing balance within the region in order to shorten vehicle trips. SCAG intends to continue to fund local planning efforts through the Sustainable Communities Program to accelerate the shortening of trips through land use strategies. SCAG will also provide technical assistance and host meetings and Toolbox Tuesdays to provide solutions to address jobs/housing imbalances. In order to address jobs/housing imbalances and reduce sprawl, SCAG is working to develop an Open Space and Natural</p>	<p>Actions Identified: Yes. However, CARB staff is concerned that SCAG's analysis of growth constraints is not reflected or well-supported by SCAG and its member jurisdictions as it is not well-aligned with local land use policies.</p>

		Lands Mitigation Program to encourage conservation measures in the region.	Funding in the RTP/SCS Project List: N/A SCAG Program Funding Available: Yes, SCAG has identified resources and can provide technical assistance.
Mixed Land Uses	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.	This strategy seeks to provide a mix of land uses in priority growth areas, where most daily needs can be met within a short distance of home. SCAG intends to continue to fund local planning efforts through its Sustainable Communities Program to accelerate the shortening of trips through land use strategies. SCAG will also provide technical assistance and host meetings and Toolbox Tuesdays to encourage a mix of diverse land uses. SCAG will provide technical and mitigation strategy development guidance to local jurisdictions in the region to facilitate implementation of the VMT-based California Environmental Quality Act (CEQA) transportation impact analysis provisions of SB 743 to help shorten vehicle trips.	Actions Identified: Yes Funding in the RTP/SCS Project List: N/A SCAG Program Funding Available: Yes. SCAG has existing resources to provide funding, research and technical assistance.

In addition to CARB staff's evaluation of strategies and supporting actions, CARB staff also looked for general alignment of regional and local planning assumptions around the location of future housing unit development. CARB staff found that the 2020 SCS forecasted housing units appeared to be generally aligned with General Plan buildout capacities for the region. However, CARB staff was unable to conclude that this was the case because SCAG only provided information on priority growth areas, not all 35 place types identified in the region or at the jurisdictional level. These priority growth areas overlap, so growth totals are unclear. (See "Recommendation" section in this report).

While CARB staff's analysis supports a conclusion that SCAG's 2020 SCS would meet the target, when implemented, CARB staff has significant concerns that SCAG will not be able to implement the land use and housing strategies in the 2020 SCS to achieve its GHG reduction and planned outcome benefits. While there are local plans in place within the SCAG region that support the 2020 SCS housing growth scenario local plan alignment does not guarantee this housing will be built. As shown in CARB's 2018 *Progress Report: California's Sustainable Communities and Climate Protection Act*,²⁵ prepared pursuant to SB 150 (Allen, Chapter 646, Statutes of 2017), local housing planning is mostly compliant with Regional Housing Needs Allocation (RHNA) law, but actual permits issued are lagging, especially for affordable housing. In the four largest regions, according to local jurisdiction reports that were submitted to the California Department of Housing and Development (HCD), most regions are ahead of schedule in issuing permits for housing for the wealthiest "above-moderate-income" households but are falling short in housing that is affordable for households in the three lower-income categories: moderate-income, low-income, and very low-income.

SCAG's process for developing the 2020 SCS includes actions to help address observed shortfalls, however CARB staff finds that these actions rely on funding that has yet to be secured and local measures that have yet to be developed such as EIFDs and growth constraints that limit development in natural and working lands. While some cities, such as Placentia²⁶ have implemented EIFDs to support streetscape, sewer and water infrastructure improvements and to reduce the cost of housing construction in transit-oriented locations, there is some risk to this action, as EIFDs require local approval and participation in creating these districts in order to generate revenue. The Open Space

²⁵ Available at: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf.

²⁶ SCAG, 2020 RTP/SCS, Chapter 3: A Path to Greater Access, Mobility & Sustainability, page 11.

and Natural Lands Mitigation Program, also appears to be in its initial stages and will require local buy-in to implement measures identified in this program. While these actions and assumptions align with addressing the challenges the region faces with getting development in the right places, implementing the actions will require a series of local actions that today have no definite commitments or guarantees. Therefore, CARB staff has concerns as to whether the SCS will achieve its planned outcomes based on the land use and housing strategy commitments identified.

Transportation Infrastructure and Network Strategy Commitments

SCAG has included nine transportation strategies in the 2020 SCS. These strategies seek to complement its land use and housing strategies and focus on increasing non-SOV mode share and reducing driving. The strategies include transportation demand management (TDM), new transit capital projects, improved bike infrastructure, average vehicle ridership (AVR) for job centers, parking deregulation in transit priority areas, co-working, improved pedestrian infrastructure, safe routes to school, and multimodal dedicated lanes. These transportation strategies support SCAG's goals of improving mobility, accessibility, reliability, and travel safety and increasing personal travel and choices within the transportation system. Altogether, SCAG estimates these strategies will contribute to approximately 16.1 percent²⁷ of its total per capita GHG emission reductions.

SCS Planned Outcomes

These strategies translate into assumptions about changes to the transportation infrastructure and network that will serve the region between 2016 and 2035²⁸. Specifically, the plan:

- Increases the region's total transit operational miles by 24 percent compared to 2016.
- More than doubles bike and pedestrian lanes miles compared to 2016.

²⁷ Transportation strategies are aggregated with other on-model strategies. Only a portion of the reduction would come from transportation strategies.

²⁸ This subsection includes information based on the data table and compares transportation indicators from the 2016 base year to 2035. It also includes information from Strategies Table 2, Off-Model Calculations, and Off-Model Trip and Emissions Data documentation.

- Increases Freeway/General Purpose lanes (4 percent), Freeway Toll lanes (231 percent), Arterial/Expressways (6 percent), Collector Lanes (5 percent), and decreases Freeway HOV lanes (20 percent) compared to 2016.
- Increases vehicle occupancy²⁹ to 1.5 at 21 strategically identified jobs centers through additional TDM measures starting in 2035, mainly in Los Angeles and Orange Counties as shown in Table 3.
- Reduces parking for 76,190 multifamily residential households in Transit Priority Areas³⁰ throughout the region.
- Assumes 40 regional co-working centers³¹ will be created and located in strategically identified areas starting in 2025 as shown in Table 4.
- Adds multimodal dedicated lanes starting in 2025 consistent with the Transit Enhanced Network in the City of Los Angeles *Mobility Plan 2035* as shown in Figure 2.

²⁹ The average vehicle ridership strategy aims to increase occupancy. Average vehicle ridership is a measure used by South Coast AQMD that is generally calculated as the total trips to a location such as a worksite, divided by the total vehicles arriving at that location.

³⁰ Transit priority areas are areas within ½-mile of a major transit stop that is existing or planned.

³¹ Co-working is an arrangement in which workers of different companies share an office space, allowing cost savings and convenience through the use of common infrastructure, such as equipment, utilities, and custodial services, and in some cases refreshments and parcel acceptance services. Co-working spaces may charge membership dues. An example is WeWork, which has co-working centers in the SCAG region.

Table 3. Assumed Average Vehicle Ridership Job Center Locations in SCAG

Anaheim-Fullerton	Loma Linda	Santa Ana
Culver City	Long Beach	Santa Monica
Downtown Los Angeles	Marina del Rey	Sherman Oaks
Glendale-Burbank	Newport-Mesa	Thousand Oaks-Newbury
Hollywood	North Hollywood	Torrance-Carson
Irvine-Spectrum	Pasadena	San Fernando Valley
LAX	SNA-Irvine	West Los Angeles

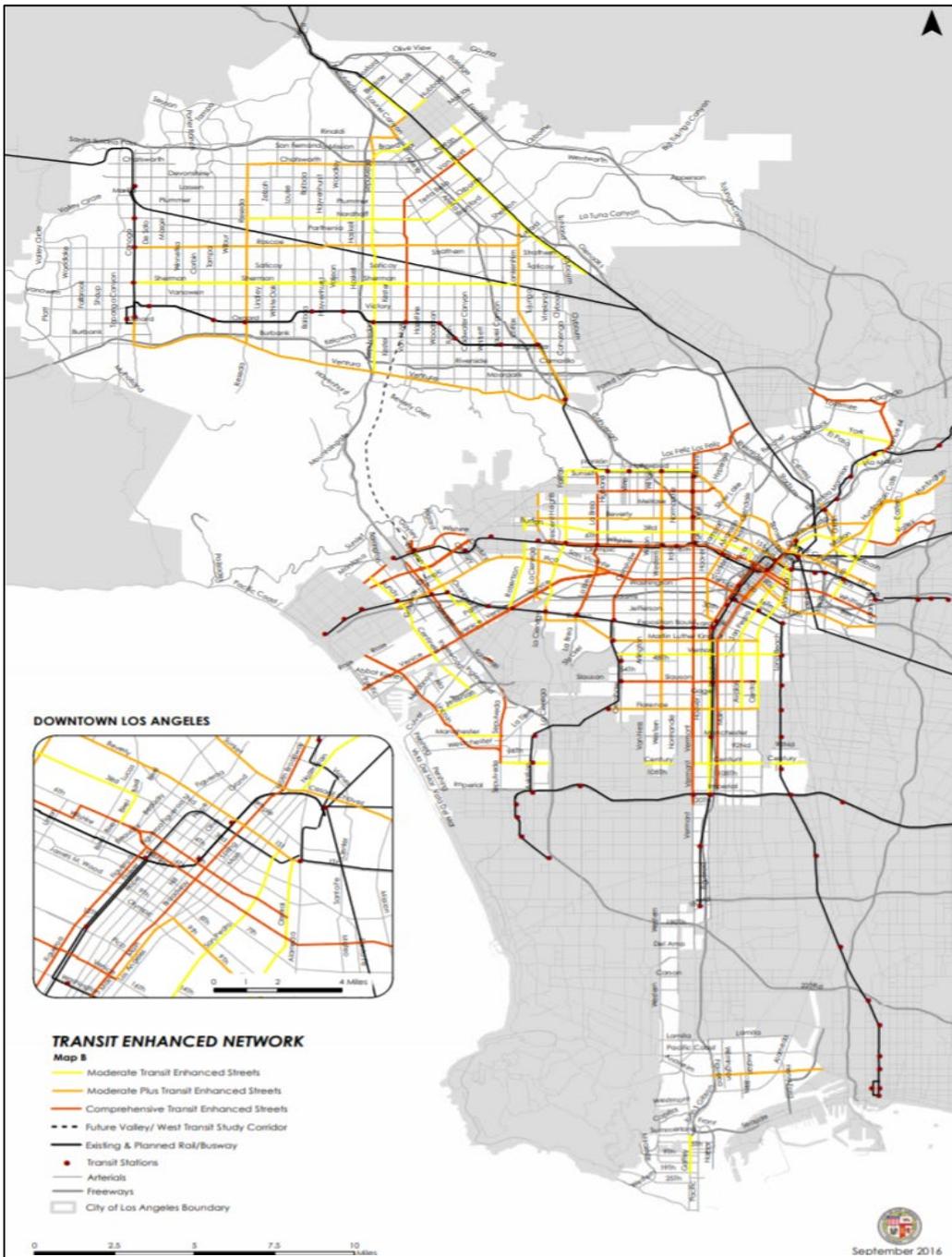
Source: SCAG Submittal to CARB

Table 4. Assumed Key Co-Working Job Center Locations in SCAG

Palmdale	Downtown Riverside	El Monte	Calabasas
Santa Clarita	San Clemente	West Los Angeles	Desert Hot Springs
Lancaster	Chino	Pasadena	Corona
Victorville	Moreno Valley	Pomona	North Hollywood
Lake Elsinore	Downtown Los Angeles	Downey	Newport-Mesa
Anaheim-Fullerton	Long Beach	Slymar	Ventura
Temecula-Murieta	ONT-Rancho Cucamonga	San Bernardino	Glendora
Torrance-Carson	Sherman Oaks	San Pedro	Arcadia
Glendale-Burbank	LAX	Industry-Rowland Heights	Irvine-Spectrum
Fontana	Moorpark	Commerce-Montebello	San Fernando Valley

Source: SCAG Technical Methodology

Figure 2. Enhanced Transit Network in the City of Los Angeles



Supporting Actions

Per the 2019 Evaluation Guidelines, CARB staff checked for evidence that appropriate funding, other incentives, technical assistance, or other key actions were present to support the development of the transportation network in the SCS. CARB staff looked for alignment against the project list adopted with the 2020 SCS, as well as other supporting documents³² to see whether the actions are planned and funded within the 2035 target timeframe. CARB staff also considered whether SCAG identified other region-specific funding or technical assistance programs to support implementation of its transportation strategies. In addition, CARB staff evaluated the extent to which the projects included in the SCS complement its land use and housing strategies, with a particular focus on capacity-increasing projects that induce travel and therefore increase VMT/GHG emissions.

CARB staff found that the 2020 SCS transportation strategies are supported by region-specific funding and planning program actions, as well as through direct investments in the project list adopted with the 2020 SCS. In particular, the 2020 SCS includes a number of positive project commitments that align with the Southern California region's SCS land use strategy and help advance GHG emission reductions. As part of the project list adopted with SCAG's 2020 SCS, CARB staff found multi-modal projects that are intended to improve transit, bike and walk options in the region by the 2035 target year. Examples include:

- Extension of Section 1 (\$2.9 billion) and Section 2 (\$2.5 billion) of the Metro Purple Line Westside Subway from Wilshire/La Cienega to Century City and Section 3 to Westwood (\$3.9 billion).
- Extension of Phase 2 of the Metro Gold line from its terminus at Atlantic Station in East Los Angeles to Eastern Los Angeles County (\$44 million).
- Pedestrian and streetscape enhancements along Market Street from the Los Angeles River to Cherry Avenue in Long Beach, including Class II/IV bike lanes, bulb outs, wayfinding signage, crosswalk and transit stop enhancements, construction of at least four curb ramps, pedestrian lighting, traffic signal

³² Other documents include SCAG's Overall Work Program Fiscal 2020-2021, the SCS Strategies Table 2, and other materials submitted by SCAG.

installation/upgrades, flashing beacons, landscaping, and street trees (\$4.6 million).

- Community linkages to the Hawthorne/Lennox Green Line station in Los Angeles County. The project includes pedestrian and bicycle facility improvements, wayfinding, and landscaping on the major corridors around the station (\$3 million).
- A Safe Routes to School Program in the City of Lake Elsinore, in Riverside County, including community pedestrian/bike safety training, walkability workshops, on campus safety campaigns and increased targeted enforcement, and walk/bike to school days. This program would incorporate SCAG's Go Human Campaign³³ (\$625,000).
- Transportation Demand Management in Riverside County, including rideshare programs, incentives, vanpool programs (e.g. vanpool lease, asset management, consultants), program outreach, etc. (\$16 million).

Table 5 shows CARB staff's summary of SCAG's 2020 SCS transportation strategy commitments and associated supporting actions and investments.

³³ Go Human is a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more through education, advocacy, information sharing and events that help residents envision their neighborhoods. More information can be found at <http://gohumansocal.org/Pages/Home.aspx>.

Table 5. SCAG’s 2020 SCS Transportation Infrastructure and Network Strategy Commitments and Supporting Actions

SCAG’s SCS Strategies	Estimated GHG Emission Reductions in 2035	SCS Supporting Actions and Investments	CARB Staff’s Analysis
Transportation Demand Management (TDM)	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.	This strategy aims to encourage ridesharing, telecommuting, park-and-ride programs, walking, biking, and alternative work schedules. SCAG has planned expenditure of \$7.3 billion in the project list for TDM strategies to incentivize drivers to reduce driving and encourage other modes. SCAG had developed a TDM Strategic Plan ³⁴ , which identifies new strategies and promote TDM across the region. SCAG will pursue implementation of these strategies in coordination with regional and local partners. In addition, Los Angeles Metro will continue with implementation of AB 2548 ³⁵ , which authorizes Metro to adopt for Los Angeles County a commute benefit ordinance that requires covered employers to offer all covered	<p>Actions Identified: Yes</p> <p>Funding in the RTP/SCS Project List: Yes. While SCAG has dedicated funding to TDM, about 56 percent or \$4.1 billion is planned for expenditure after the 2035 target year. CARB staff is concerned that back loading these investments puts the strategy at risk of not being implemented.</p> <p>SCAG Program Funding Available: Yes. SCAG has</p>

³⁴ SCAG’s Transportation Demand Management (TDM) Strategic Plan provides an objective-driven, performance-based planning framework for identifying TDM strategies and programs that increase the efficiency of the transportation system through alternative modes of travel. More information can be found at <http://www.scag.ca.gov/Documents/TDMStrategicPlanFinalReportwAppendicesweb.pdf>.

³⁵ Assembly Bill 2548 (Friedman, Chapter 173, Statutes of 2018).

		employees a pretax option program with transit passes or vanpool charges. The ordinance is projected to start in January 2021.	existing resources to provide funding, research and technical assistance.
New Transit Capital Projects	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.	This strategy includes investments in transit to encourage mode shift. SCAG has planned expenditure of about \$321 billion (capital, operations and maintenance) in the project list for transit projects including extensions of Metro Gold and Purple lines, new buses, new stops, and other transit improvements. SCAG will continue to support transit primarily through the Regional Transit Technical Advisory Committee. Activities include monitoring and implementing Federal Transit Administration rule-making; assessing causes of transit ridership decline in the region; participating in regional, state, and federal transit studies and forums; researching pilot programs to incorporate new technology and mobility innovations into the delivery of transit services; and monitoring and reporting on regional transit system performance.	<p>Actions Identified: Yes</p> <p>Funding in the RTP/SCS Project List: Yes. While SCAG has dedicated funding to transit, about 51 percent of transit funding, or \$163.5 billion, is planned for expenditure after the 2035 target year. CARB staff is concerned that back loading these investments does not support the target.</p> <p>SCAG Program Funding Available: Yes SCAG has existing resources to provide funding, research and technical assistance.</p>
Improved Bike Infrastructure	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific	This strategy includes investments in bike infrastructure to encourage mode shift. SCAG has planned expenditure of \$17.7 billion in the project list for capital active transportation including Class I, Class II, Class III, and Class IV bike facilities, bike signage, bicycle parking, and other improvements. SCAG will host workshops and web-based planning tools for local governments to encourage active transportation	<p>Actions Identified: Yes</p> <p>Funding in the RTP/SCS Project List: Yes. While SCAG has dedicated funding to active transportation, about 54 percent of the active transportation funding or \$9.5 billion is planned for</p>

	<p>proportion not provided.</p>	<p>use. SCAG also provides support and guidance to local agencies in the delivery of projects as part of the California Active Transportation Program. SCAG will also continue to manage the Regional Active Transportation Program, including providing technical assistance to project sponsors, managing planning and program grants, tracking project delivery, and preparing program amendments, as necessary. SCAG will provide leadership and input at the state and regional level to ensure California’s Active Transportation Program future funding cycles align with regional planning goals. Through continued collaboration with the California Transportation Commission, Caltrans and the Southern California regional transportation planning agencies, SCAG will also work to improve the application and allocation procedures for funding. Additionally, SCAG’s Go Human campaign and planning resources, like the Regional High Injury Network³⁶ encourage safety and biking and walking in the region</p>	<p>expenditure after the 2035 target year. CARB staff is concerned that back loading these investments does not support the target.</p> <p>SCAG Program Funding Available: Yes. SCAG has existing resources to provide funding, research, outreach, and technical assistance.</p>
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³⁶ Regional High Injury Network identifies stretches of roadways where the highest concentrations of collisions occur on the transportation network, including bicycle and pedestrian injuries and fatalities. This tool can help target resources where they are needed most. More information can be found at <http://maps.scag.ca.gov/hin/index.html>.

Average Vehicle Ridership for Job Centers	-0.64%	<p>This strategy assumes increases in average vehicle ridership at 21 strategically identified jobs centers through additional TDM measures, which would increase vehicle occupancy to 1.5 starting in 2035, mainly in Los Angeles and Orange Counties. SCAG has planned expenditure of \$7.3 billion in the project list for TDM strategies to incentivize drivers to reduce driving and encourage other modes. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. Implementation of this strategy is supported by recommendations in SCAG’s TDM Strategic Plan, including the development of regional TDM performance metrics and data collection/reporting standards, and support for the development of Transportation Management Agencies/Organizations (TMAs/TMOs), which offer alternatives to driving alone and encourage TDM strategy implementation. Performance monitoring and reporting with respect to TDM implementation and outcomes is an ongoing challenge. The TDM Strategic Plan recommends action steps for improving performance measurement in the SCAG region, including the development of a regional clearinghouse for TDM data and the development of formalized metrics and regional data standards, such as</p>	<p>Actions Identified: Somewhat While SCAG has identified actions, it is unclear how the 21 jobs centers and the private sector employers within them will participate at the assumed levels and how this strategy is different from, and beyond, SCAG’s TDM strategy.</p> <p>Funding in the RTP/SCS Project List: Yes</p> <p>SCAG Program Funding Available: Somewhat. SCAG did not identify a specific amount of funding available from the pricing strategies, but SCAG has existing resources to provide funding, research and technical assistance. However, funding from pricing strategies is extremely uncertain because of the need for legislative changes and local buy-in.</p>
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		those set in Rule 2202 ³⁷ . TDM programs and incentives would vary by location reflecting the local context and be driven in part by private sector involvement and provision of direct incentives through the TMA/TMO. Identification of context-sensitive TDM strategies would be facilitated through regional training and planning support that could be provided by SCAG in coordination with local jurisdictions, and through partnerships with non-profit and private sector organizations. The development of TMAs/TMOs may also facilitate implementation tracking through improved monitoring and reporting.	
Parking Deregulation in Transit Priority Areas	-0.43%	This strategy supports local jurisdictions eliminating parking minimums in Transit Priority Areas between 2025 through 2045. SCAG assumes that with this strategy 39% households (76,190 multi-family residential households) will have zero vehicles in 2035 and will be zero-VMT households. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. SCAG has stated that support will occur through grant programs to local	<p>Actions Identified: Yes.</p> <p>While SCAG has identified actions, CARB staff is concerned that the assumption of zero-vehicle households are zero-VMT households is not supported by empirical data.</p> <p>Furthermore, communities may not implement this strategy</p>

³⁷ South Coast AQMD requires compliance with Rule 2202, which is designed to reduce mobile source emissions from employee commutes through a menu of emission reduction strategies, such as TDM. More information can be found at <http://www.aqmd.gov/home/programs/business/r2202-forms-guidelines>.

		<p>jurisdictions that allow for the development and adoption of parking deregulation strategies/ordinances that are informed by community feedback. Through SCAG’s grant programs in the past, innovative parking strategies along these lines have been formulated and evaluated by the City of Long Beach and the City of Los Angeles. The City of Santa Monica has adopted parking deregulation policies in 2017 with the adoption of its Downtown Community Plan.</p>	<p>since they might receive pushback over loss of parking.</p> <p>Funding in the RTP/SCS Project List: N/A</p> <p>SCAG Program Funding Available: Somewhat. SCAG did not identify a specific amount of funding available from the pricing strategies, but SCAG has provided funding in the past for supportive research and technical assistance. However, future funding from pricing strategies is extremely uncertain because of the need for legislative changes and local buy-in.</p>
Co-Working	-0.14%	<p>This strategy assumes 40 regional co-working centers will be created and located in strategically identified areas starting in 2025. SCAG assumes that existing long-range commuters (i.e., longer than 100 miles) who do not participate in an existing telecommute program, will have an opportunity to co-work for two days a week. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. SCAG intends to sponsor 40 co-working centers across the region.</p>	<p>Actions Identified: Yes. While SCAG has identified actions, CARB staff is concerned that SCAG did not include an existing participation rate based on local data</p> <p>Furthermore, communities may not implement this strategy at the assumed locations or at the assumed level..</p>

		In collaboration with local partners and private-sector co-working space providers, this would involve promoting the establishment of co-working sites in these key areas. In addition to technical support for city-led proposals and efforts to identify opportunities for establishing sites in the 40 locations, SCAG will provide financial incentives to known co-working site providers, in addition to connectivity improvements such as 5G and additional co-working services/amenities in public spaces such as libraries, which can also function as co-working sites. The new program would be modeled off SCAG’s existing Future Communities Pilot Program, which also combines multiple funding sources and evaluates city-led proposals based on potential VMT savings. Implementation would be coupled with monitoring to track the extent of trip substitution arising from the use of co-working centers.	Funding in the RTP/SCS Project List: N/A SCAG Program Funding Available: Somewhat. SCAG did not identify specific amount of funding available from the pricing strategies, but SCAG is developing a new program to support this strategy. However, future funding from pricing strategies is extremely uncertain because of the need for legislative changes and local buy-in.
Improve Pedestrian Infrastructure	-0.10%	This strategy supports the installation of pedestrian facilities to support safe conditions for walking. SCAG has planned expenditure of \$17.7 billion in the project list for capital active transportation projects, a portion of which includes pedestrian infrastructure such as	Actions Identified: Yes Funding in the RTP/SCS Project List: Yes. While SCAG has dedicated funding to active transportation, about 54 percent of active transportation funding or \$9.5 billion is planned for expenditure after the 2035 target year. CARB staff is

		<p>sidewalks, bulb-outs³⁸, ADA ramps³⁹, etc. SCAG will hold workshops and web-based planning tools for local governments to encourage active transportation use. SCAG also provides support and guidance to local agencies in the delivery of projects as part of the California Active Transportation Program. SCAG will also continue to manage the Regional Active Transportation Program, including providing technical assistance to project sponsors, managing planning and program grants, tracking project delivery, and preparing program amendments, as necessary. SCAG will provide leadership and input at the state and regional level to ensure future California's Active Transportation Program funding cycles align with regional planning goals. Through continued collaboration with the California Transportation Commission, Caltrans and the Southern California regional transportation planning agencies, SCAG will also work to improve the application and allocation procedures. Additionally, SCAG's Go Human campaign and planning resources, like the</p>	<p>concerned that back loading these investments does not support the target.</p> <p>SCAG Program Funding Available: Yes. SCAG has existing resources to provide funding, research, outreach, and technical assistance.</p>
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³⁸ Bulb-outs also known as curb-extensions are traffic-calming measures that widen the sidewalk for a short distance typically at intersections or mid-block. These reduce pedestrian crossing distances and improve visibility.

³⁹ ADA ramps are curb ramps that meet the American with Disability Act requirements.

		Regional High Injury Network, encourage safety and walking and biking in the region.	
Safe Routes to School	-0.20%	The Safe Routes to School (SRTS) strategy is an approach to reduce the number of single-occupant vehicle trips to schools and to shorten school commute trips. The SRTS strategy includes a combination of both infrastructure investments, as well as programs that encourage kids to bike and walk to school instead of being driven. SCAG has planned expenditure of \$193 billion in the project list for infrastructure to schools and community education and safety training programs. SCAG funds and manages the Go Human advertising campaigns to encourage the public to walk and bicycle more and the demonstration of new infrastructure to get communities excited about changing their streets. Through continuing Office of Traffic Safety (OTS) grant funding, SCAG will direct investments that will include state and federal grants for SRTS plans and programs at the local level. SCAG recently completed a call for applications for community-based mini-grants, and has confirmed funding to conduct another program during the next cycle. Additional OTS funding will be committed to other locally based programs that further implementation of SRTS strategies at the local level.	<p>Actions Identified: Yes</p> <p>Funding in the RTP/SCS Project List: Yes</p> <p>SCAG Program Funding Available: Yes. SCAG has established programs and funding. CARB encourages SCAG to more closely track the development of SRTS plans and programs and how these result in mode shift.</p>

Multimodal Dedicated Lanes	-0.40%	<p>This strategy involves the conversion of auto traffic lanes to dedicated lanes for transit. SCAG assumes these lanes will be in place based on the Enhanced Transit Network in the City of Los Angeles Mobility Plan 2035, which is an element of Los Angeles' General Plan. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. The City of Los Angeles has made commitments to improve transit corridor performance in February 2020 through the Mayor's Executive Directive 25, which calls for a network of bus infrastructure improvements and priority infrastructure, including bus-only lanes. Additionally the City of Los Angeles continues to support LA Metro with NextGen implementation. NextGen is LA Metro's plan to redesign its bus network to better meet the needs of current and future riders. The LA Metro Board in January 2020 approved \$1 billion in transit-supportive capital infrastructure to improve speed and reliability, including dedicated bus lanes. City of Los Angeles and LA Metro staff have formed a Bus Speed Engineering Working Group to identify a priority list of bus-supportive infrastructure projects. As a result, bus lanes on 5th and 6th Streets in Downtown Los Angeles are currently under development with anticipated implementation by the end of calendar year 2020.</p>	<p>Actions Identified: Yes Funding in the RTP/SCS Project List: No</p> <p>SCAG Program Funding Available: Somewhat. While the City of Los Angeles has taken important steps to support implementation of this strategy, these dedicated lanes are conceptual and have not gone through public and environmental review or the design and engineering process and are not currently in the project list. While local funding may be available, other funding sources have not yet been secured. CARB staff is concerned that funding will come from pricing strategies, which is extremely uncertain, because of the need for legislative changes and local buy-in. CARB staff advises SCAG to only include these projects when they have gone through the appropriate review process, have secured funding to be included in the RTP project list, and can be</p>
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			reflected in the travel demand model.
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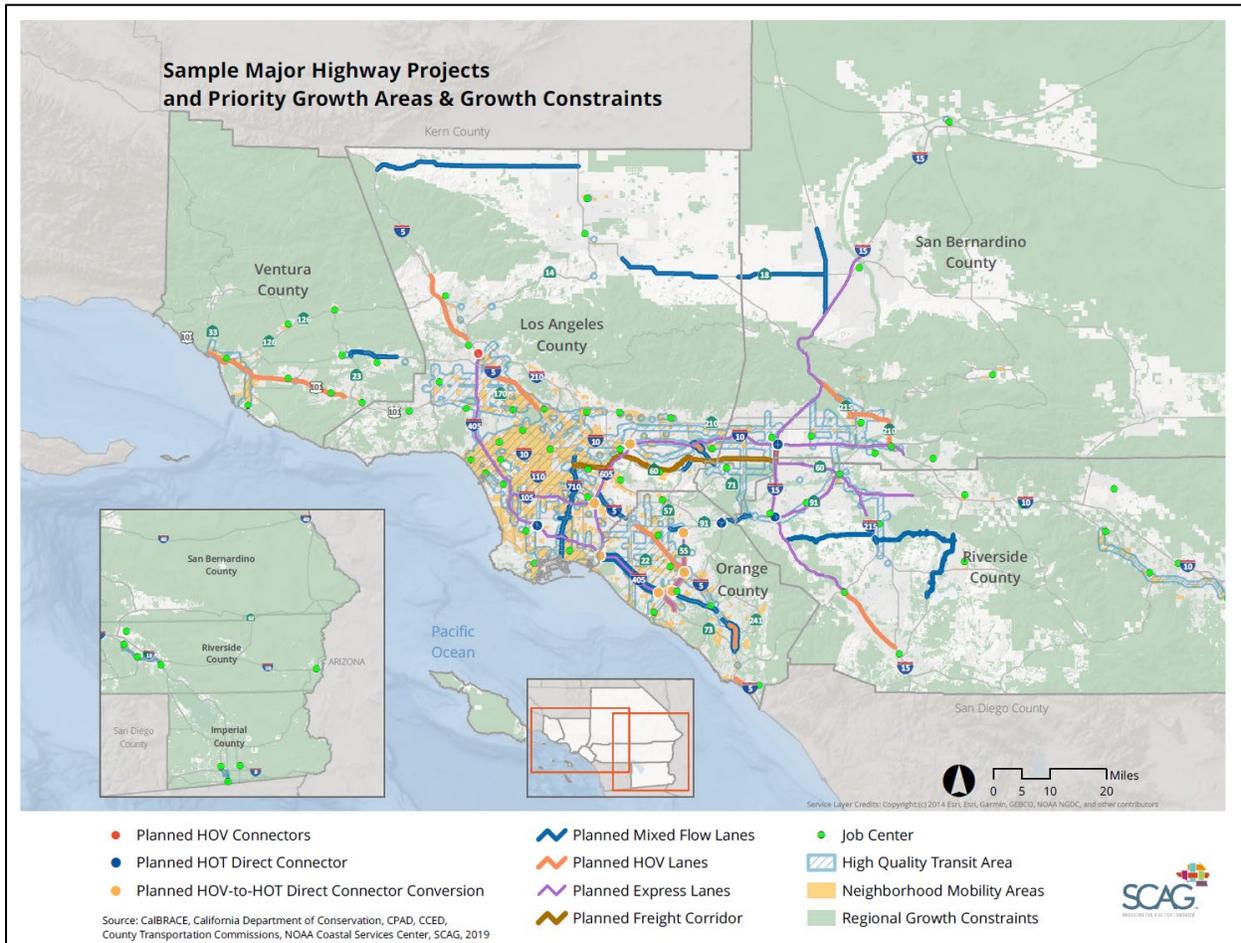
In addition to CARB staff's evaluation of the strategies and supporting actions, CARB staff evaluated the extent to which capacity-increasing projects that induce travel and therefore increase VMT/GHG emissions were present. CARB staff found that the 2020 SCS includes hundreds of millions of dollars in funding for roadway capacity expansion projects that are counter to region's adopted SCS land use and housing strategy. These include local roadway capacity projects and new mixed-flow lanes on highway segments in San Bernardino County, in the Lancaster/Palmdale area near the Los Angeles/Kern County line, and in Riverside County.

Figure 3. shows a sample of major highway projects⁴⁰ in the region overlaid on SCAG's priority and constraint areas. This figure was prepared by SCAG at CARB's request and combines information across different figures shown in the 2020 SCS and shows that there are major highway projects planned to occur where growth is not envisioned in the plan. Capacity expansion projects, especially those that are counter to the long-term vision for accommodating new growth, increase VMT and work against achieving the State's climate and air quality goals.⁴¹

⁴⁰ A sample means some of the major highway projects listed in the 2020 RTP/SCS project list. SCAG selected and depicted these sample projects in the 2020 RTP/SCS.

⁴¹ See CARB's Policy Brief: Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions. Available at: https://ww3.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.

Figure 3. Sample of Major Highway Projects Overlaid on Priority Growth Areas and Growth Constraints in SCAG



Source: SCAG

As part of its SCS submittal, SCAG conducted an analysis of the anticipated long-term effects on VMT due to the roadway capacity expansion projects within the SCS by applying off-model adjustments using the Induced Travel Calculator developed by UC Davis.⁴² This analysis included interstate freeways, other freeways, expressways and arterial roads, but excluded toll roads/lanes. Based on this analysis, SCAG estimated that altogether these types of roadway projects would increase the region’s GHG

⁴² UC Davis, Induced Travel Calculator. Available at: <https://ncst.ucdavis.edu/research-product/induced-travel-calculator>.

emissions by 0.56 percent in 2035, or about 2.96 million VMT per day.⁴³ SCAG included these forecasted VMT increases as part of its overall 2020 SCS emissions estimate and determined that it will still be able to meet its SB 375 GHG reduction target, when implemented. CARB staff reviewed SCAG's approach to capturing the short-and long-term VMT/GHG impacts of its 2020 SCS roadway capacity expansion projects and found them to be reasonable in the context of aggregate impacts on SCS performance. However, for the next SCS, SCAG should evaluate and discuss the VMT impacts of individual capacity projects in comparison with the aggregate analysis used for the SCS. Results of this effort could be used to further refine how SCAG assesses the VMT impacts of capacity projects on its SCS. Future regional target setting for 2035 should consider whether a more aggressive target is appropriate if the 19 percent target is achievable even with such massive increases in VMT over that period.

While CARB staff's analysis supports a conclusion that SCAG's 2020 SCS would meet the target, when implemented, CARB staff has significant concerns that SCAG will not be able to implement the transportation strategies in the 2020 SCS to achieve its GHG reduction and planned outcome benefits. SCAG's SCS backloads billions of dollars in funding for transit and active transportation projects to the 2031 to 2035 and 2036 to 2045 timeframes (see discussion in "Investment Analysis" section of this report). CARB staff is especially concerned with the region's ability to fund and deliver the transit and active transportation projects that are needed to support the 2020 SCS planned outcomes. Support for transit and active transportation projects is important given the fact that the region wants to overcome recent declines in transit ridership and increase transit ridership in the region by 24 percent and double bike and pedestrian lane miles compared to its 2016 level. Delays or removals of transit and active transportation projects will prevent SCAG from meeting its regional targets.

CARB staff is also concerned that SCAG's 2020 SCS is estimated to only just achieve the GHG emission reduction targets, while many of the strategies identified have a high risk of not being implemented. The inclusion of roadway capacity-increasing projects that increase VMT and GHGs could further jeopardize the region's target attainment. SCAG will need to be vigilant about monitoring implementation and deployment levels of

⁴³ Through induced travel, or increases in travel due to changes in residence and workplace locations, whereas changes in the number of trips and trip distances (destination changes); shifts in travel modes, the time-of-day travel occurs, and routes are all captured as part of SCAG's ABM.

strategies, including how projects are prioritized, through 2035 to ensure planned reductions and SB 375 goals are achieved.

Local and Regional Pricing Strategy Commitments

SCAG has included four pricing strategies in the 2020 SCS. These strategies include congestion pricing, job center parking, mileage-based user fees/TNC user fees, and express lanes pricing. These strategies seek to put a price on driving in the region in the following ways:

- Charging a fee to operate vehicles in designated areas, roads, or highway corridors.
- Charging a fee to park in job centers.
- Charging a fee based on auto ownership and mileage driven on the region's road network.
- Charging TNC users a fee based on mileage of their TNC trip.
- Charging a fee based on use of express toll lanes.

These strategies are projected to decrease driving and congestion, increase transit, walking, and biking, and improve the road/highway condition. These strategies also generate revenue through fees for the transportation system, including other transportation and new mobility strategies in the SCS. SCAG estimates these strategies will contribute to approximately 14.2 percent⁴⁴ of its total per capita GHG emission reductions.

⁴⁴ Pricing strategies are aggregated with other on-model strategies. Only a portion of the reduction would come from pricing strategies.

SCS Planned Outcomes

These strategies translate into assumptions about changes to the cost of transportation options, specifically, the cost to drivers for use of the roadway network in the region between 2016 and 2035⁴⁵. Specifically, the plan assumes:

- Starting in 2021, decreased congestion and increased transit, walking, and biking through a region-wide TNC user fee of 5 cents per mile. This is part of the mileage-based user fee.
- Starting in 2024, decreased congestion and roadway travel with dynamic express lanes that charge rate of \$0 to \$2.65 dollars per mile for passenger vehicles utilizing express lanes. An increase in the number of express toll lanes from 414 lane miles today to 1,370 lane miles by 2035, a 231 percent increase. The planned express lanes throughout the region are shown in Figure 4 and would operate in Los Angeles, Orange, Riverside, and San Bernardino counties starting in 2024.
- Starting, in 2030, decreased congestion and increased transit, walking, and biking through a congestion pricing fee of \$4 dollars⁴⁶ per entry in parts of Los Angeles County between Downtown Los Angeles and West Los Angeles starting as shown in Figure 5.
- Starting in 2025, decreased driving and increased transit, walking and biking by increasing parking pricing by 50 percent in 16 strategic job centers as shown in Table 6.

⁴⁵ This subsection includes information based on the data table and compares transportation indicators from the 2016 base year to 2035. Fee information and timeframe assumptions were taken from the data table and the 2020 RTP/SCS Chapter 4: Paying Our Way Forward and the Transportation Finance Technical Report.

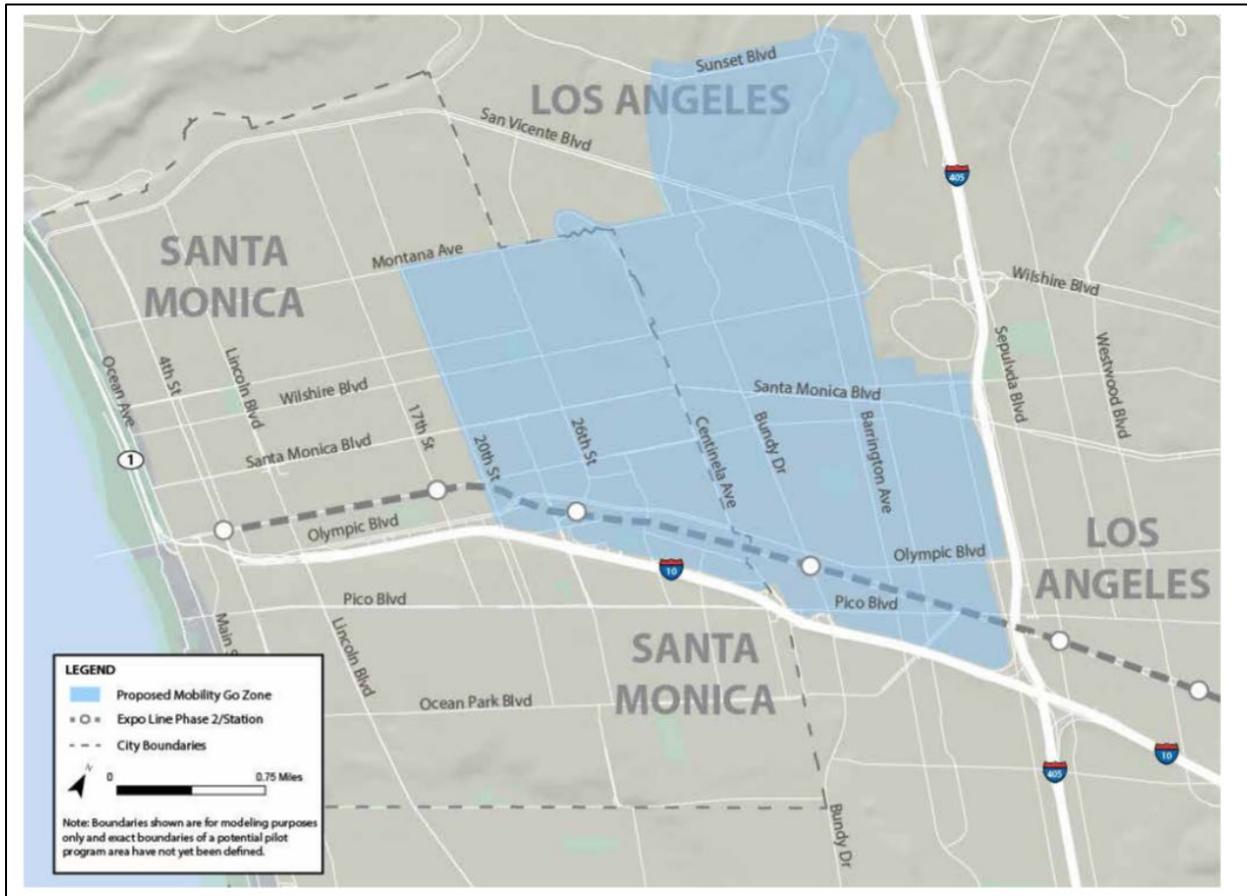
⁴⁶ This bullet relies of data from SCAG's Model Sensitivity Test report, page 21.

Table 6. Assumed Strategic Job Center Parking Pricing Locations

Downtown Los Angeles	Irvine-Spectrum	Loma Linda	North Hollywood
West Los Angeles	Anaheim-Fullerton	San Fernando Valley	Newport-Mesa
Pasadena	Long Beach	Torrance-Carson	Thousand Oaks-Newbury
SNA-Irvine	Glendale-Burbank	LAX	Sherman Oaks

Source: SCAG Submittal to CARB

Figure 5. Congestion Pricing Boundaries (Go Zone)



Source: SCAG, Mobility GO Zone & Pricing Feasibility Study

Supporting Actions

Per the 2019 Evaluation Guidelines, CARB staff checked for evidence that appropriate funding, other incentives, technical assistance, or other key actions were present to support the assumed local and regional pricing strategies in the SCS. In particular, CARB staff looked for alignment against the project list adopted with the 2020 SCS to see whether the actions are planned and funded within the target timeframe. CARB staff also considered whether SCAG identified other region-specific funding or programs to support implementation of its pricing strategies. In addition, CARB staff looked for whether and how SCAG considered equity, which is a key implementation concern for pricing strategies.

CARB staff found that the 2020 SCS local and regional pricing assumptions are supported by some region-specific funding and planning program actions, as well as through some direct investments in the project list adopted with the 2020 SCS. In particular, the 2020 SCS project list includes some express lane corridor projects for funding by 2035 that SCAG assumed when quantifying the SCS's GHG benefits in 2035. The SCS also identifies some initial supporting actions to further support its pricing strategies. One action is to work with Caltrans and other local partners to identify options for governance and administration of revenues from facility-based pricing. Another action is to work with regional partners to develop pilot programs and pursue funding for piloting roadway pricing mechanisms, such as facility-based pricing (e.g., congestion pricing) and mileage-based fees, in partnership with the State, federal, and local agencies, and private sector organizations. SCAG also recently applied, in partnership with SACOG and SANDAG, for a Caltrans planning grant to design a pricing pilot.

Table 7 shows CARB staff's summary of SCAG's 2020 SCS local and regional pricing strategy commitments and associated supporting action and investments.

Table 7. SCAG’s 2020 SCS Local and Regional Pricing Strategy Commitments and Supporting Actions

SCAG’s SCS Strategies	Estimated GHG Emissions Reduction in 2035	SCS Supporting Actions and Investments	CARB Staff’s Analysis
Congestion Pricing	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.	This strategy assumes a local road charge program of \$4 dollar entry fee starting in 2030 in parts of Los Angeles County between Downtown Los Angeles and West Los Angeles. SCAG assumes \$77.8 billion will be generated from this program. In 2019, SCAG prepared a Mobility Go Zone and Pricing Feasibility Study ⁴⁸ to understand how cordon congestion pricing could be structured. SCAG continues to collaborate with local jurisdictions and LA Metro, community-based organizations (CBOs), business, and other key stakeholders on potential congestion pricing pilot projects to address key implementation factors, including equity. SCAG applied as an applicant for a Caltrans Sustainable Transportation Planning grant with SACOG and SANDAG to pilot roadway pricing mechanisms, however this bid was not successful.	<p>Actions Identified: Yes. SCAG has made some initial steps to plan and analyze congestion pricing. However, CARB staff is concerned that this program will not be implemented within the identified timeframe because this strategy requires state enabling legislation and local support.</p> <p>Funding in the RTP/SCS Project List: No</p> <p>SCAG Program Funding Available: Somewhat. SCAG can provide funding, research and technical assistance, however, CARB is concerned</p>

⁴⁸ More information can be found at https://www.scag.ca.gov/Documents/MobilityGoZone_Report_FINAL.pdf.

			that if this strategy is not implemented, SCAG's funding gap may not be filled and the implementation of other RTP/SCS strategies may be at risk. Additionally, more work needs to be done around program development and implementation, specifically around fee collection, revenue allocation, and equity considerations.
Job Center Parking	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.	This strategy assumes a 50 percent increase in parking pricing in 16 regional jobs centers. SCAG assumes \$77.8 billion will be generated from the local road charge program, a portion of which will come from the job center parking pricing. SCAG assumes increases in parking costs starting in 2025. SCAG will work with local jurisdictions in evaluating opportunities to implement parking pricing strategies for their job centers, and it has already initiated a data collection effort to better understand parking costs and utilization rates	<p>Actions Identified: Yes. CARB staff is concerned that this program will not be implemented within the identified timeframe because this strategy requires local and private support and buy-in from stakeholders and the public regarding parking pricing, which makes it unclear whether implementation would reach assumed levels.</p> <p>Funding in the RTP/SCS Project List: N/A</p>

			<p>SCAG Program Funding Available: Somewhat. SCAG has funded and completed some research and coordination with local jurisdictions, but it is unclear how much of these efforts have resulted in changes to parking pricing.</p>
<p>Mileage-Based User Fee/TNC User Fee</p>	<p>Strategy contributes an unknown amount to the total - 14.2% reduction from all on model strategies.</p> <p>Specific proportion not provided.</p>	<p>This strategy assumes fees on driving and includes a mileage based-user fee and a TNC user fee region-wide. For funding purposes, SCAG assumed a 4 cent mileage-based use fee, which includes a 2.5 cents per mile will be in place to replace the gas tax and a 1.5 cent fee per mile starting in 2030. The mileage base user fee is projected to generate \$42.7 billion. SCAG also assumes a TNC user fee at about 5 cents per mile starting in 2021. SCAG assumes this program would generate \$4.7 billion.</p> <p>SCAG, in collaboration with stakeholders, will pursue actions related to demonstrations and eventual full deployment of a mileage-based user fee system through research and evaluation of implementation cost and administrative methods for fee collection and revenue allocation. SCAG will work to engage communities to better understand equity concerns and explore opportunities for appropriate mitigations including exemptions and credits, as applicable. SCAG is an</p>	<p>Actions Identified: Yes. CARB staff is concerned that this program will not be implemented within the identified timeframe because this strategy requires congressional and state enabling legislation and local action.</p> <p>Funding in the RTP/SCS Project List: N/A</p> <p>SCAG Program Funding Available: Somewhat. SCAG has funded and completed research and has coordinated with stakeholders. CARB staff is concerned that if this strategy is not implemented, SCAG's funding gap may not be filled and the</p>

		active member of the Mileage-Based User Fee Alliance (MBUFA). As a member of MBUFA, SCAG has participated in and hosted meetings and shared findings from research studies. SCAG completed a legislatively-mandated live pilot demonstration in 2017 and has continued to support and coordinate with Caltrans on other efforts to explore the feasibility of road charges through a pay-at-the-pump demonstration program. LA Metro is also currently exploring a TNC fee.	implementation of other RTP/SCS strategies may be at risk. Additionally, more work needs to be done around program development and implementation, specifically around fee collection, and revenue allocation, and equity considerations.
Express Lane Pricing	Strategy contributes an unknown amount to the total - 14.2% reduction from all on-model strategies. Specific proportion not provided.	This strategy includes investment in express lanes where drivers pay a toll to drive in these lanes. SCAG has planned expenditure of \$13.4 billion to high-occupancy vehicles/express lanes in the project list. SCAG assumes express lanes will generate \$32.7 billion in revenue. The project list builds on the 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. Implementation efforts underway include planned express lanes on I-105 in Los Angeles County, I-15 in Riverside County, I-15 and I-10 in San Bernardino County, and I-405 in Orange County and Los Angeles County. SCAG anticipates continued work with the region's county transportation commissions and Caltrans to further the regional express lane network with an update of SCAG's Regional Concept of Operations (ConOps).	Actions Identified: Yes Funding in the RTP/SCS Project List: Yes SCAG Program Funding Available: Yes, SCAG can provide funding, research and technical assistance.

		SCAG is currently in the process of reconvening its Regional Express Lanes Working Group to oversee updates to the Regional ConOps.	
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In addition to its evaluation of the strategies and supporting actions, CARB staff's also looked for whether and how SCAG considered equity when developing its pricing strategies. CARB staff found that SCAG continues to collaborate with local jurisdictions and LA Metro, CBOs, business, and other key stakeholders on potential congestion pricing pilot projects to address key implementation factors, including equity. This included hosting a series of listening sessions to understand the concerns of environmental justice communities and to inform recommendations for an equity-focused outreach strategy.

While CARB staff's analysis supports a conclusion that SCAG's 2020 SCS would meet the target, when implemented, CARB staff has significant concerns that SCAG will not be able to implement the local pricing strategies in the 2020 SCS to achieve its GHG reduction and planned outcome benefits. CARB staff acknowledges the significant leadership and partnership work needed to realize the 2020 SCS pricing strategies. CARB staff are concerned that the strategy deployment assumptions for these strategies rely on programs and partnerships outside of SCAG's control, including local jurisdictions and private companies that do not have existing authority, ordinances, or programs in place to impose fees and parking pricing. Supporting actions that more squarely address these implementation steps need to be identified and implemented to achieve the emission reductions assumed in the 2020 SCS. SCAG will need to demonstrate further progress to implement these strategies by its next plan cycle for SCAG to continue receiving the full amount of GHG emission reductions assumed.

Electric Vehicle and New Mobility Strategy Commitments

SCAG has included five strategies related to electric vehicles (EV) and new mobility services, which include EV charging infrastructure, EV incentive programs, transit/TNC partnerships, bike share and micromobility, and car share. These strategies seek to accelerate the penetration of EVs in the region by providing infrastructure and incentives to help drivers switch to using EVs, supporting first-last mile partnerships to transit, and supporting shared fleets. The strategies are intended to support SCAG's goal of leveraging new transportation technologies and data-driven solutions to result in more efficient travel. These strategies will result in a total of 2.5 percent reduction in per capita GHG emissions.

SCS Planned Outcomes

These strategies translate into assumptions about the availability of EV-supportive infrastructure and incentives, transit/TNC partnerships, and new mobility fleets that will serve the region between 2016 and 2035⁴⁹. Specifically, the plan assumes:

- 58,423 new EV charging connectors between 2020 to 2035 for a total of 68,571 region-wide to support electric vehicles in SCAG.
- Funding for subsidies and rebates for 100,000 purchases of new EVs between 2030 to 2035.
- Deployment of a transit/TNC partnership program around all Los Angeles Metro Rail and Bus Rapid Transit (BRT) stations in Los Angeles County between 2030 to 2035.
- Deployment of 167,176 bikes and scooters around all Transit Priority Areas and transit stations between 2020 to 2035.
- 150,000 residents participate in car share programs throughout all Neighborhood Mobility Areas⁵⁰ in 2035.

Supporting Actions

Per the 2019 Evaluation Guidelines, CARB staff checked for evidence that appropriate funding, other incentives, technical assistance, or other key actions were present to support the assumed availability of EV-supportive infrastructure, EVs, and other new mobility services in the SCS. CARB staff looked for alignment against the project list adopted with the 2020 SCS to see whether the actions are planned and funded within the target timeframe. CARB staff also considered whether SCAG identified other

⁴⁹ This subsection includes information-based assumptions from SCAG's Technical Methodology, Strategies Table 2, Off-Model Calculations, and Off-Model Trip and Emissions Data documentation.

⁵⁰ Neighborhood Mobility Areas are areas with a high number of intersections, low observed travel speed, high mix of uses and high accessibility to "everyday" destinations. These are areas where complete streets and sustainability policies support and encourage replacing or reducing automobile use with other modes.

region-specific funding or technical assistance programs to support implementation of its EV and new mobility strategies.

CARB staff found that SCAG'S 2020 SCS EV and new mobility strategy assumptions are supported by some region-specific funding and planning program actions, as well as through some direct investments in the project list adopted with the 2020 SCS. In particular, the 2020 SCS project list includes EV infrastructure installation projects that are expected to be completed by 2035. In addition, SCAG's 2020 SCS carries over actions and programs from the 2016 SCS in support of EV charging, infrastructure and innovative education programs to support its new mobility strategies. These include the SCAG Electric Vehicle Program⁵¹ and Department of Energy-designated Clean Cities Coalition⁵² to accelerate the deployment of EV charging infrastructure. SCAG has and will continue to host events and create programming to help inform stakeholders in the region about new mobility.

Table 8 shows CARB staff's summary of SCAG's 2020 SCS EV and new mobility strategy commitments and associated supporting actions and investments.

⁵¹ More information at: <http://sustain.scag.ca.gov/Pages/AFV.aspx>.

⁵² More information at: <http://cleancities.scag.ca.gov/Pages/default.aspx>.

Table 8. SCAG’s 2020 SCS EV and New Mobility Strategy Commitments and Supporting Actions

SCAG’s SCS Strategies	Estimated GHG Emissions Reduction in 2035	SCS Supporting Actions and Investments	CARB Staff’s Analysis
Electric Vehicle Charging Infrastructure	-1.16%	This strategy supports increasing the number of EV charging stations to encourage adoption of EVs. SCAG assumes 58,423 new charging connectors will be implemented between 2020 to 2035 for a total of 68,571 region-wide to EVs. SCAG assumes that 100% of EVs in the region will have access to a charger and drive 13 electric miles a day. The project list includes \$300 million for a Regional PEV Charger Program to provide charging infrastructure. In addition, SCAG has allocated \$584,803 for its EV Readiness Program, which includes \$400,000 to conduct an Electric Vehicle Charging Station Study. SCAG is working with local jurisdictions to accelerate the deployment of EV charging infrastructure through its Electric Vehicle Program ⁵³ and the Department of Energy-designated Clean Cities Coalition. SCAG will continue to host events	Actions Identified: Yes. however, CARB staff found SCAG’s assumptions that 100% of the EVs in the region will have access to a charger and will drive 13 miles on electricity a day to be aggressive. SCAG provided limited EV infrastructure location information and travel behavior data in the SCS, and CARB staff could not verify these assumptions. CARB staff recommends that SCAG collect local EV usage data and provide necessary policy commitments to support

⁵³ The EV Readiness Program seeks to prepare the Southern California region for EVs through plans, tools, and technical assistance. More information is available at <https://scag.ca.gov/programs/Pages/RegionalElectric.aspx>.

		and create programming to help inform stakeholders in the region about zero-emission vehicles and their supporting infrastructure. SCAG previously conducted a survey of all jurisdictions in the region to assess compliance with AB 1236 ⁵⁴ , a bill that requires jurisdictions to streamline permitting for public charging stations. SCAG also created a Plug-In Electric Vehicle online mapping tool to help support charging siting decisions. SCAG plans to continue updating the tool. SCAG is currently funding a project that would create an electric vehicle charging station site suitability analysis for the region and create tailored plans and outreach to help 18 large and small jurisdictions in the region prepare for more charging. The results from the site suitability analysis are intended to be hosted on the Plug-In Electric Vehicle online mapping tool so they will be accessible to the public. The project is anticipated to start in Fall 2020.	these assumptions, or refine the existing assumption to be more conservative. Funding in the RTP/SCS Project List: Yes SCAG Program Funding Available: Yes. SCAG has allocated funding for its EV Readiness Program and Electric Vehicle Charging Station Study. SCAG also continues to invest in local EV charging tools to support siting decisions.
Electric Vehicle Incentives	-0.60%	This strategy seeks to facilitate the purchase of EVs by offering purchase incentives. SCAG assumes 100,000 new EV purchases between 2030 to 2035 from this strategy region-wide. SCAG assumes that 100% of the new EVs purchased will be used everyday when calculating the eVMT reduction,	Actions Identified: Yes Funding in the RTP/SCS Project List: Yes

⁵⁴ Assembly Bill 1236 (Chiu, Chapter 598, Statutes of 2015).

		<p>whereas the travel survey indicates that only 65% of vehicles are used per day in the SCAG region. The project lists allocates \$2 billion for a PEV Rebate Program. In addition, SCAG has allocated \$584,803 for its EV Readiness Program, which seeks to increase rapid deployment of electric vehicles in the region. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. SCAG has stated that this strategy is not yet fully developed. SCAG stated that they will work with local partners to identify revenue streams to provide local EV purchase incentives. SCAG is currently in the initial scoping stages to identify appropriate public and private partners as well as to initiate a needs assessment and opportunities analysis.</p>	<p>SCAG Program Funding Available: Somewhat</p> <p>CARB is concerned that funding from pricing strategies is extremely uncertain and SCAG's assumptions may overestimate the GHG reductions from this strategy since it assumes 100% of EVs will be used on a daily basis, which is not supported by the data. This assumption may overestimate the eVMT and GHG reductions. CARB recommends SCAG collect and utilize local data on EV uptake and usage to inform its assumptions. Furthermore, SCAG should provide details around regional incentive programs, including who implements the programs, the rebate amounts, and who can receive these rebates/incentives. This is especially important when CARB staff evaluate the plan to ensure that the SCS</p>
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			strategy is surplus to State actions and incentives.
Transit/TNC Partnership Program	-0.04%	This strategy would subsidize transportation network company (TNC) rides as a first last mile strategy within a 2-mile radius around all Metro rail stations in Los Angeles County. The project list identifies funding for a TNC partnership with Lyft for \$1.75 million for a first/last mile program for select transit stations with a 2019 completion year. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. SCAG will continue to analyze the costs and benefits of subsidized pooled TNC trips within targeted areas. SCAG will address barriers to safe and efficient pick-up and drop-off strategies through its curbside management studies. If warranted, SCAG will develop funding for full program implementation as part of the next Connect SoCal cycle. SCAG participated with SANDAG, MTC, and the County of San Francisco on a statewide TNC data collection effort funded by a Caltrans grant. Data collected through this project will enable MPOs and planning	<p>Actions Identified: Yes</p> <p>Funding in the RTP/SCS Project List: No</p> <p>The only Transit/ TNC partnership project on the project list appears to have already been completed.</p> <p>SCAG Program Funding Available: Somewhat</p> <p>CARB is concerned that funding from pricing strategies is extremely uncertain because of the need for legislative changes and local buy-in. While there are currently some first-last mile partnerships programs at specific transit stations in the region, such as Blue LA⁵⁵, which CARB is a partner on,</p>

⁵⁵ Blue LA is an electric vehicle car-share program that provides vehicles at some transit stations and other locations in Los Angeles. More information is available at <https://www.bluela.com/about-bluela>.

		agencies to effectively model travel behavior and explore policies to guide these emerging modes.	there is no such program with TNCs that covers all the LA Metro Stations. SCAG needs to develop more specific actions around partnership activities and explain how these are distinct from efforts supported by CARB funding.
Bike Share & Micromobility	-0.30%	This strategy supports docked and dock-less bike sharing and e-scooters for short trips and first-last mile connections. SCAG assumes deployment of 167,176 bikes and scooters around all Transit Priority Areas and transit stations between 2020 to 2035. The project list allocates \$9.86 million to bike share, including education and program implementation, providing bicycles, and bike share stations/kiosks. Furthermore, \$153 million is identified in the project list for complete streets, new mobility, and curbspace management initiatives. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. SCAG will promote research and analysis of best practices and proposed policies that address barriers to safe deployment of shared micromobility in the target areas. SCAG will leverage increased active transportation infrastructure such as protected bike lines to facilitate greater usage of micromobility. SCAG has completed a study of docked publicly run bike share systems, and will continue to analyze	<p>Actions Identified: Yes. However, several communities within the SCAG region prohibit bike share and micromobility options within their jurisdictions. CARB staff recommend that SCAG develop a program or provide incentives to local jurisdictions and bike share and micromobility companies to encourage deployment around transit priority areas.</p> <p>Funding in the RTP/SCS Project List: Yes, however CARB recommends that SCAG clearly state if funding is going to bike share and micromobility projects, instead of using the broader term of new mobility as this could encompass other</p>

		deployment of dockless shared bikes, e-bikes, and e-scooters.	<p>transportation options not related to this strategy.</p> <p>SCAG Program Funding Available: Somewhat. SCAG has previously funded research, but has stated that the strategy will predominately be funded with pricing strategy revenues, as well as relies on private companies for deployment, which are both extremely uncertain.</p>
Car Share	-0.44	This strategy supports car share, which allows for short-term rental of a vehicle. SCAG assumes 150,000 residents will participate in the car share programs throughout Neighborhood Mobility Areas by 2035. SCAG has stated this strategy will predominately be funded through new sources of funds from mileage-based user fees and local pricing strategies. SCAG will research and share best practices as part of its shared mobility policy development to support the program.	<p>Actions Identified: Yes</p> <p>Funding in the RTP/SCS Project List: No</p> <p>SCAG Program Funding Available: Somewhat. SCAG will fund research, but has stated that the strategy will predominately be funded with pricing strategy revenues, as well as rely on private company deployment, which are both extremely uncertain.</p>

While CARB staff's analysis supports a conclusion that SCAG's 2020 SCS would meet the target, when implemented, CARB staff has significant concerns that SCAG will not be able to implement the EV and new mobility strategies in the 2020 SCS to achieve its GHG reduction and planned outcome benefits. CARB staff found that the supporting actions for these strategies primarily rely on revenues from the mileage-based user fee and local pricing strategies to support the implementation of these new mobility strategies, as stated in the "Local and Regional Pricing Strategy Commitments" section above. CARB considers this risky because if these pricing strategies are not implemented then revenue will not be available to support these new mobility strategies.

Further, CARB staff found that the deployment assumptions within the 2020 SCS rely on programs and partnerships outside of SCAG's control, including reliance on new mobility providers, local jurisdictions, and private companies that often have no established programs in place. In addition, SCAG itself has stated that additional research, funding, or program development may be necessary for implementation of the EV incentives and transit/TNC partnerships strategies. This is concerning given the dynamic nature of these new mobility strategies and the degree to which these strategies are forecast to contribute to target achievement. SCAG will need to be vigilant about implementing these strategies through 2035 and making adjustments as necessary to ensure planned reductions and SB 375 goals are achieved.

Looking across all four policy analysis categories, CARB staff's analysis found that SCAG's 2020 SCS includes evidence of policy commitments for its strategies, that when implemented would meet the target. However, areas of concern for CARB staff are that many strategies still require funding sources, legislative authority, and program development to be implemented.

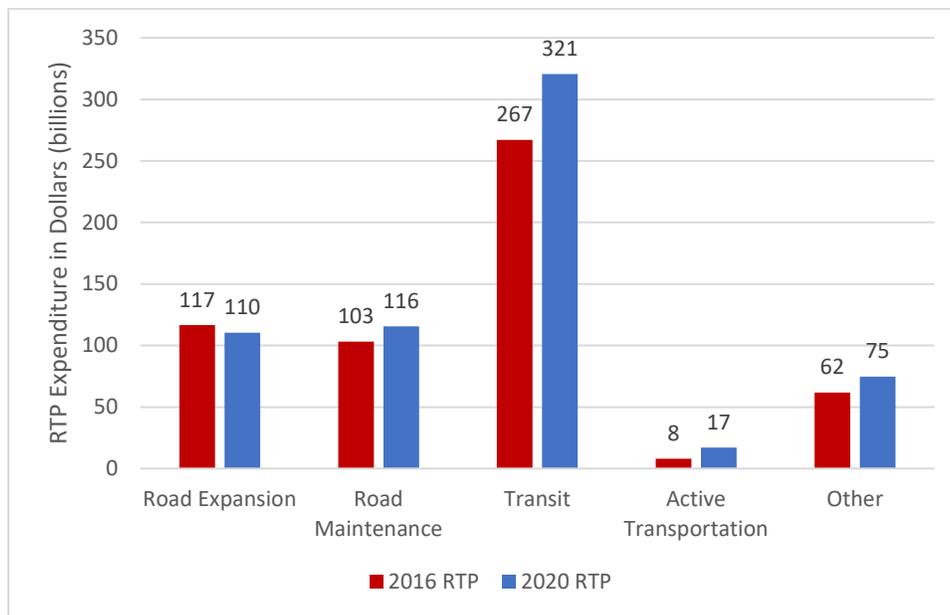
Investment Analysis

CARB staff evaluated whether the 2020 investments support the expected GHG emission reductions, by looking for evidence within the project list adopted with the 2020 SCS for commitments to funding SCS-consistent projects by 2035. CARB staff also qualitatively assessed the risk of delay to delivering projects that advance SCS goals based on assumed available funding sources.

Based on CARB staff's review of SCAG's project list, CARB staff found that the 2020 SCS included a number of projects in the project list for funding that would advance implementation of the SCS, as discussed in the "Policy Analysis" section of this report. For example, SCAG is increasing funding for transit and active transportation modes.

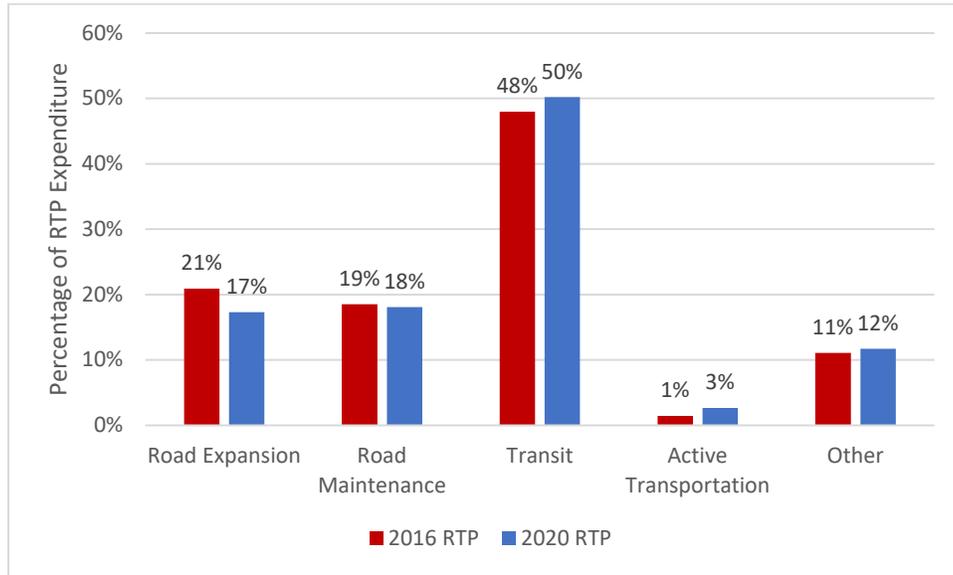
A comparison between the 2016 and 2020 SCS investments by mode are shown in Figure 6 and Figure 7. Total spending increased by nearly 13 percent, to approximately \$639 billion compared to approximately \$556 billion in the 2016 SCS. Of the total budget, approximately 35 percent is dedicated to road expansion, operations, and maintenance, 50 percent is for capital, operations and maintenance for transit, 3 percent is dedicated to active transportation, and the remaining 12 percent is for debt service obligations, transportation system management, other investments such as incentives, EV chargers, etc. Approximately 13 percent (\$316 billion) is dedicated to operations and maintenance, which increased from \$275.5 billion in the 2016 SCS. The budget for transit (capital projects and operation and maintenance) has increased 17 percent to \$320.6 billion from \$267.1 billion between the 2020 and 2016 SCSs respectively. Lastly, the bicycle and pedestrian improvements budgets increased 54 percent to \$17.7 billion dollars from \$8.1 billion in the last SCS.

Figure 6. Investment by Mode in SCAG’s 2020 SCS Compared to the 2016 SCS (Total Dollars)



Source: SCAG 2016 RTP/SCS and 2020 RTP/SCS Expenditures Table 8

Figure 7. Investments by Mode in SCAG’s 2020 SCS Compared to the 2016 SCS (Percent of Total Investment)



Source: SCAG 2016 RTP/SCS and 2020 RTP/SCS Expenditures Table 8

The increase in planned expenditure for transit, bike and pedestrian improvements is aligned with SCAG’s assumptions around increased non-SOV mode share, increased transit ridership, and forecasted declines in VMT and GHG emissions. However, CARB staff is concerned with the risk of delivering SCS-supportive projects on the project list by 2035. As shown in Table 9, more than half of the plan’s investments for transit/passenger rail and active transportation projects (which make up a portion of the “Other” expenditure category) are back loaded to after the SCS target year of 2035 (i.e., post 2035). Planned expenditures for transit/passenger rail and active transportation projects prior to 2035 (i.e., 2031-2035) are not necessarily associated with any firm funding sources, as they are anticipated to rely in part on revenue from the pricing strategies.

Table 9. SCAG SCS Investment Breakdown by Expenditure Category and Fiscal Year^{56,57}

Expenditure Category	FY 2021-2025 (B\$)	FY 2021-2025 (%)	FY 2026-2030 (B\$)	FY 2026-2030 (%)	FY 2031-2035 (B\$)	FY 2031-2035 (%)	FY 2036-2045 (B\$)	FY 2036-2045 (%)	Total (B\$)
Local Highway	\$11.9	17%	\$11.8	17%	\$13.3	20%	\$31.2	46%	\$68.2
State Highway	\$12.1	13%	\$15.1	16%	\$17.3	19%	\$47.3	52%	\$91.8
Transit/Passenger Rail	\$38.0	12%	\$48.0	15%	\$71.1	22%	\$163.5	51%	\$320.6
Other	\$15.3	10%	\$21.3	13%	\$31.6	20%	\$90.1	57%	\$158.3

Source: SCAG

The 2020 SCS does include new revenue assumptions from its new roadway user fee strategies. Of the new revenue assumed⁵⁸, \$42.7 billion from 2030 to 2045 is from the mileage-based user fee strategy, which includes a TNC user fee that would separately generate \$4.7 billion in revenue from 2021 to 2045. The congestion pricing strategy would generate \$77.8 billion from 2030 to 2045. Investment of these funds is not yet programmed toward specific projects, but SCAG anticipates these to support some of the SCS transportation and new mobility strategies⁵⁹. While commitment of these

⁵⁶ Notes: \$ amounts in billions. Local highway includes: arterials, and regionally significant local streets and roads Operation and Maintenance (O&M). State highways includes: High Occupancy Vehicle/Express Lanes, Mixed-Flow and Interchange Improvements, and State Highways (O&M), Transit/Passenger Rail includes: Transit, Passenger Rail, Transit (O&M), and Passenger Rail (O&M). Other includes: Goods Movement, TSM, Active Transportation, TDM, Other (Capital), and Debt Service.

⁵⁷ For financial analysis purposes, SCAG does not include pre-2020 projects, recognizing that the projects are complete. However, the Financially Constrained Project List, includes some pre-2020 projects, simply reflecting the programming of these projects in the current FTIP. These projects have already been obligated. Nevertheless, sponsoring agencies often keep the projects programmed during final contract close out.

⁵⁸ This section refers to investment information provided in SCAG's 2020 RTP/SCS Transportation Finance Technical Report.

⁵⁹ SCAG, Off-Model Trip and Emissions Data documentation.

potential funds toward SCS-supportive projects is helpful, CARB staff remains concerned that if the SCS pricing strategies are delayed or not implemented, transit and active transportation projects envisioned to be constructed between 2031 and 2035 will not be delivered on time or at all.

In addition, SCAG includes revenue assumptions around the Cap-and-Trade Program auction proceeds. Specifically, SCAG assumes the region will get \$2.2 billion from Cap-and-Trade proceeds⁶⁰. This forecast is based on current funding levels reported by the State Controller for the Low Carbon Transit Operations Program and award lists as reported by Caltrans. Given the uncertainty about future allowance prices, SCAG assumes annual growth to be flat and ends after 2030. CARB staff is concerned with these assumptions, as these dollars would be applied to support SCS implementation but are also not firm funding amounts, as program dollars are competitive and total amounts available vary by time period. SCS project funding could be further impacted based on changes to available transportation revenues due to the COVID-19 pandemic.

On the whole, CARB staff finds that the 2020 RTP/SCS project investments support the implementation of the 2020 SCS strategies and achievement of the SCS's estimated GHG reduction benefits. However, CARB staff have identified considerable risk to delivery of SCS-supportive projects on the project list by 2035, as they are not associated with any firm funding, particularly due to reliance on pricing strategies.

Plan Adjustment Analysis

The Plan Adjustment Analysis evaluates whether and what measures are being taken, as necessary, to correct course to meet an MPO's target if the region is falling behind on implementation of its SCS strategies. CARB staff reviewed how the implementation of SCAG's SCS performed to date using observed land use and transportation system data⁶¹. CARB staff found that SCAG is not on track to achieve its previous 2016 SCS planned outcomes for 2020 and 2035. Observed land use and travel data for the region shows declines in transit ridership and significant unrealized new development within infill areas in the region, which are inconsistent with the trends and values assumed in the 2016 SCS to meet the region's GHG reduction targets.

⁶⁰ SCAG, 2020 RTP/SCS Transportation Finance Technical Report.

⁶¹ See "Tracking Implementation" section of Appendix C: MPO Reporting.

Given this finding, CARB staff looked for evidence that SCAG's 2020 SCS considered these challenges and either changed its SCS strategies, or put additional measures in place to accelerate implementation of its SCS strategies in order to stay on track to meet its GHG reduction target⁶².

CARB staff's review of the 2020 SCS found that SCAG builds upon and expands land use and transportation strategies established over several planning cycles. SCAG also included several new strategies in the plan such as the transit/TNC partnership program, co-working, average vehicle ridership at job centers, parking deregulation in transit priority areas, new transit capital projects, TNC user fees, and congestion pricing. These new strategies are intended to help SCAG close the gap in order to meet its GHG reduction goals⁶³.

While preparing the 2020 SCS, SCAG reassessed strategies and benefits claimed in the last plan. SCAG removed the off-model strategy Neighborhood Electric Vehicles that was included in the 2016 RTP/SCS due to low market penetration and lack of implementation and incentives at the regional level⁶⁴. SCAG also no longer anticipates GHG reduction from general TNC activity in the region based on new information about TNC trips⁶⁵, which suggested TNCs may not necessarily reduce VMT. SCAG only assumes reductions associated with TNCs through user fees and transit/TNC partnerships. The sections below describe other adjustments SCAG made to its assumptions, models, and strategies.

Key Assumption Changes

SCAG adjusted its 2035 baseline due to changes in e-commerce⁶⁶ and telemedicine⁶⁷, which reflects fewer light-duty vehicle trips. Under e-commerce, car trips may be replaced with heavy vehicle trips, while telemedicine is forecasted to replace certain types of medical trips. SCAG claims a combined 0.35 percent reduction of GHG

⁶² See "Incremental Progress" section of Appendix C: MPO Reporting for SCAG's assessment of how changes to its SCS strategies between the 2016 SCS and 2020 SCS contributed to achievement of its 2035 target.

⁶³ SCAG, 2020 RTP/SCS, Chapter 0 Making Connections, page 4.

⁶⁴ Technical Methodology to Estimate Greenhouse Gas Emissions for Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) Southern California Association of Governments

⁶⁵ SCAG SCS Submittal Overview document.

⁶⁶ E-commerce refers to the buying and selling of goods or services using the internet.

⁶⁷ Telemedicine refers to the use of telecommunication technology for the use of virtual doctor's visits.

emissions from these activities by 2035. This is comparable to the region-wide bike share and micromobility strategy, which is envisioned to achieve a 0.30 percent reduction of GHG emissions. These baseline adjustments result in GHG emission reductions from non-SCS strategies.

Model Changes

SCAG developed and maintained a traditional four-step travel demand forecasting model for its first-and second-round RTP/SCSs. Due to the limitations in the model sensitivity to policies, SCAG introduced its newly developed ABM for the 2020 RTP/SCS. This enhanced SCAG's travel demand model sensitivities to land use and transportation policies, including newly introduced transportation services such as bus rapid transit and high-speed rail. The ABM was calibrated and validated to 2016 travel conditions using multiple data sources including traffic counts from Highway Performance Monitoring System (HPMS) and speed data from the Performance Measurement System (PeMS). The modeled results are consistent with those data sources and concluded by the model peer-review committee to meet current state of practice comparing to peer MPOs⁶⁸.

CARB staff observed the following policy changes and adjustments between SCAG's 2020 SCS and 2016 SCS.

Land Use and Development

- To overcome previous challenges, address community feedback, and accelerate its efforts to meet its target, SCAG has expanded its priority growth areas and added new constrained areas, to help catalyze infill development.
- SCAG included a new policy to support the creation of EIFDs to pave the way for economic development and reduce the cost of housing construction in transit-oriented locations.

Transportation

SCAG introduced five new transportation strategies compared to the 2016 SCS, which include job center parking, co-working, average vehicle ridership for job centers,

⁶⁸ SCAG, 2016 Regional Travel Demand Model and Model Validation. April 2020.

multimodal dedicated lanes, and parking deregulation in transit priority areas. SCAG also updated its assumptions for transportation strategies from the 2016 SCS as follows:

- Adjusted its transit assumptions between the 2016 SCS and the 2020 SCS for the 2035 target year. Total transit operational miles assumptions increased from 715,412 to 765,171 (7 percent) in 2035.
- Increased active transportation, bike and pedestrian lane mile assumptions for the 2035 target year from 11,500 to 18,150 (58 percent increase) between the 2016 SCS and 2020 SCS.

Roadway Pricing

- SCAG introduced two new pricing assumptions compared to the 2016 SCS, which include congestion pricing and the TNC user fees that are intended to both help address long-term transportation funding sustainability concerns, while also helping to support achievement of VMT reduction. As part of this SCAG is working with Caltrans and other local partners to identify options for governance and administration of revenues from congestion-based pricing, in coordination with ongoing studies. SCAG also continues to collaborate with local jurisdictions and LA Metro, community-based organizations (CBOs), business, and other key stakeholders on potential congestion pricing pilot projects to address key implementation factors, including equity. SCAG also updated its assumptions around mileage-based user fees and express lanes, which were already part of the 2016 SCS. Specifically, in the 2016 SCS, the mileage user fee was assumed to be 2.8 cents per mile whereas in the 2020 SCS it assumed to be 2.0 cents per mile⁶⁹, which includes the new TNC user fee.

New Mobility Policies

SCAG has adopted three new strategies compared to the 2016 SCS, which include new EV incentives, bike share and micromobility, and transit/TNC partnerships. SCAG has also adopted new actions in support of incorporating these new mobility options into the region, including:

⁶⁹ The 2.0 cents per mile includes 1.5 cents per mile as a regional VMT fee and 0.5 cents per mile for a TNC user fee.

- Work with local partners to identify revenue streams to provide local EV purchase incentives.
- Promote research, and analysis of best practices and proposed policies that address barriers to safe deployment of shared micromobility in the target areas. SCAG will leverage increased active transportation infrastructure such as protected bike lines to facilitate more usage of micromobility. SCAG has completed a study of docked publicly run bike share systems, and will continue to analyze deployment of dockless shared bikes, e-bikes, and e-scooters.
- Continue to analyze the costs and benefits of subsidized, pooled TNC trips within targeted areas. SCAG will address barriers to safe and efficient pick up and drop off strategies through its curbside management studies. If warranted, SCAG will develop funding for a full program implementation as part of the next Connect SoCal cycle.

CARB staff finds that the 2020 SCS shows evidence of changes and adjustments made that are intended to help meet the region’s more aggressive targets and are based on lessons learned from the previous SCS.

CARB's Determination

ACCEPT

(WITH SIGNIFICANT CONCERNS REGARDING IMPLEMENTATION)

Based on a review of all available evidence and in consideration of CARB's 2019 Evaluation Guidelines, CARB staff accepts SCAG's determination that its 2020 SCS would meet the target of a 19 percent reduction by 2035, compared to 2005 levels, when fully implemented.

CARB staff commends SCAG and its member jurisdictions for the innovative thinking and leadership shown in adopting new pathways for the region to address smart growth and increase mobility choices in its 2020 SCS. Furthermore, the region's addition of pricing mechanisms in the 2020 SCS, through express lanes, congestion pricing, and mileage-based/TNC user fees demonstrates leadership on strategies that can help provide mobility benefits to residents and achieve the region's GHG target. CARB staff's policy evaluation of the 2020 SCS concludes that the plan includes: sufficiently supportive indicator trends; near-term policy support actions; active transportation, transit, and other SCS-supportive project investments; and adjustments in response to observed implementation challenges that when fully implemented, will lead the Southern California region to achieve its 2035 GHG reduction target.

CARB staff, however, continues to have serious concerns with the 2020 SCS regarding SCAG's approach to its 2020 target determination and whether SCAG and its local members are putting in place the actions necessary to fully implement the region's SCS strategies by 2035. Specific to the 2020 target determination, SCAG made a determination as to whether its 2020 SCS meets the 8 percent GHG reduction target by 2020 compared with 2005 levels based on modeled 2020 forecast values, which it submitted to CARB as evidence for its determination. While SCAG appropriately provided a determination to CARB, its reliance on modeled evidence without consideration of observed data, as called for in CARB's SCS evaluation guidelines, was inappropriate. Statute requires MPOs to show how they will meet the CARB-set targets for years 2020 and 2035. The overarching intent of SB 375 was to enact the magnitude of change that would lead to actual GHG reductions from passenger vehicles and light trucks in line with the targets set by CARB. Failing to adequately evaluate and determine whether the strategies would meet the 2020 target could hinder this goal by allowing backsliding on GHG reductions achieved or back loading of strategies to meet the 2035 target, both of which threaten the ability of the region to meet the targets.

This would be counter to the intent of SB 375 and frustrate California’s ability to meet its climate commitments, which depend on local land use and transportation actions to reduce transportation GHG emissions. For these reasons, SCAG and every MPO should submit a determination as to whether it will meet the 2020 target in every SCS. As with the 2035 target, for the 2020 target determination, SCAG would review the modeling data and identify measures and strategies utilized to meet the 2020 target. Consistent with the 2019 Evaluation Guidelines, SCAG would also compare available observed data with performance indicators in accordance with the Tracking Implementation reporting component to understand whether the region is moving in a direction consistent with the planned outcomes from the SCS to meet the 2020 target. If the region is not on track to meet the target, SCAG would then need to identify policy and investment interventions to get the region on track to meet the 2020 target and identify when the target would be met, consistent with the Plan Adjustment section of the 2019 Evaluation Guidelines.

While SCAG’s plan forecasts bold changes to the region’s infill, transit and roadway network management by 2035, the implementation actions identified present concerns about whether they can or will be implemented as described. Many of the SCAG’s key actions rely on others to implement them and there are no existing commitments to do so. For example, the average vehicle ridership for job centers, parking deregulation in transit priority areas, co-working, and job center parking strategies require local or private support and buy-in to implement. Additionally, many of the funding sources identified to support the SCS strategies, key actions, and projects, rely on legislative authority for implementing its congestion pricing and mileage-based user fee strategies that may or may not be forthcoming. Furthermore, transit and active transportation projects that will support GHG emission reductions are back loaded to occur around or after 2035, suggesting they will not be implemented in time to meet the 2035 target.

To support successful implementation of the SCS and achievement of SB 375’s goals, and to continue fully supporting the GHG benefits claimed in the 2020 SCS, SCAG and its local members will need to undertake additional actions to deliver and monitor its SCS strategies, as well as quickly adjust its strategies for any lost opportunities that need to be replaced or mitigated. To address these concerns, CARB staff has the following recommendations and requests SCAG set up regular monitoring of the implementation actions associated with its SCS strategies in consultation with CARB and other relevant agencies.

Recommendations

- Deprogram Capacity Expansion Projects and Prioritize Funding for Transportation Projects that Advance SCS Implementation and Goals

SCAG should develop a more rigorous vetting process for the project list, including developing a project analysis tool for local agencies to use when submitting projects for consideration in the RTP project list. Specifically, the analysis tool should consider how the proposed transportation projects fit in with the SCS's identified priority growth areas and constrained areas, as well as SCS strategy deployment assumptions. Projects that are well-aligned with the SCS should be prioritized over projects that are not well-aligned, and SCAG should work with its members to deprogram capacity expansion projects, especially those that are counter to the region's adopted SCS land use and housing strategy, and will increase VMT.

SCAG should prioritize projects that will support growth in the region's priority growth areas (which include job centers, high-quality transit areas, and neighborhood mobility areas) that foster lower VMT when seeking funding through the Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP), under SB 1.

To help maintain the years of regional collaboration that informed SCAG's SCS and both the region's and the State's ability to meet their respective climate and air quality targets, future local sales tax measures in the region should limit funding for roadway capacity expansion projects that are not well-aligned with the region's adopted SCS land use and housing strategy. Local sales tax measures comprise approximately 57 percent of the Southern California region's projected local funding. These measures list specific projects, locking them in for years or decades. Often, these measures do not fully fund their listed projects, and go on to capture a region's otherwise-flexible State and federal funds. Within the SCAG region, some of these measures have been supportive of SB 375 goals, while other projects have not. Prioritizing projects that decrease VMT is more important than ever to achieve the region's GHG reductions targets and SB 375's goals. Going forward, investments should focus on transit, active transportation, transportation electrification, and increasing mobility options that discourage solo driving and reduce VMT.

- Monitor Implementation of the Adopted SCS Strategies, Actions, and Transportation Project List

SCAG continues to include carry-over strategies from its previous 2012 and 2016 SCSs, however, it is unclear how successful these strategies have been. SCAG should track and report on the implementation of all strategies, including off-model strategies, and provide data-supported metrics to better assess them. For example, SCAG mentioned to CARB staff that there are challenges around data collection around Safe Routes to School and that while many agencies currently operate Safe Routes to School programs, there is no centralized database for California or the SCAG region. CARB staff encourages SCAG to pursue a regional central database to track program development. Tracking of these strategies like this will help inform SCAG, its member agencies, and the public on what strategies are performing well, what strategies should be adjusted, or if strategies should be removed. This will also help inform what types of projects and investments the region should consider making in order to achieve the SB 375 GHG emission reduction targets.

SCAG will need to be vigilant about monitoring the balance of transportation projects through 2035 to ensure planned reductions are achieved. Delays or removals of transit and active transportation projects will prevent SCAG from meeting its GHG emission reduction target. Amendments to the project list should be accompanied by recalculation and discussion of whether and how SCS target achievement is maintained.

- Accelerating Infill to Further SCS Implementation and Goals

SCAG's SCS provides important growth assumptions regarding regional growth constraints to preserve natural and working lands, and limit development in potentially risky locations such as at the wildland urban interface. However, these growth constraints are not yet based on local zoning restrictions. Jurisdictions should align planning and local policies and actions that support development/redevelopment for growth with the goals of the SCS and RHNA. Examples include actions to update general and specific plans, zoning for higher density, conservation protections of natural and working lands, zoning for development away from high-risk locations such as those that are vulnerable to fire, flood, or sea level rise areas, and site inventory and feasibility studies for infill potential.

In the next SCS, SCAG's Open Space and Natural Lands Mitigation Program should be fully developed to support growth constraint assumptions in the model. Furthermore, SCAG should provide CARB staff with development by SCAG's place types, not just by priority growth areas, to allow better comparison of planned and projected development in the region.

- State and Regional Partnership on Pricing Pilot Options

SCAG will need to engage in close collaboration with State partners at Caltrans and CalSTA, local partners, and private companies to ensure successful implementation of the pricing mechanisms identified in the 2020 SCS. Given that SCAG's pilot project grant application was not funded this round, SCAG needs to work with both Caltrans and CalSTA on identifying alternative joint actions for advancing pilot work in the next four years. Furthermore, SCAG needs to work with local jurisdictions across the region to rapidly implement TNC user fees in order to meet the assumed 2021 implementation timeframe. CARB expects SCAG to identify further progress on implementation of these strategies in its next SCS in order to continue receiving credit for the full GHG emission reductions assumed in this 2020 SCS.

- Improve GHG Benefit Estimates for 2020 SCS New Strategies

SCAG should use assumptions supported by evidence through local data for all strategies. Strategy development should consider the existing level of participation and implementation status, and be tracked for future implementation. SCAG should be more specific in the next SCS about what its strategies are, how its strategies are distinct from one another, and how its policy commitments align with its quantification assumptions and plan outcomes. CARB staff expects SCAG to provide more details on how supporting actions are consistent with and reflected through strategy deployment assumptions in the next SCS to continue to fully support the GHG benefits claimed by SCAG. For more information, refer to the "Policy Analysis" section.

- Provide All Trend Analysis Metrics

SCAG's SCS submittal lacks data on transit seat utilization as well as 2005 data on average vehicle trip length, daily transit ridership, and average travel time by mode, which are part of the eight trends that CARB staff analyzes as part of the trend analysis. This information is necessary to demonstrate the growth in public

transit ridership, mode shift and support transit, and active transportation strategies in the SCS. Providing more meaningful performance indicators like these may require SCAG to backcast the 2005 performance indicators and estimate the missing indicators using its new activity-based travel demand model. CARB requests that these metrics be included in SCAG's next SCS.

- Improve Modeling and Data

SCAG's activity-based travel demand model (ABM) is relatively new and therefore requires continuous improvements as new data emerge. CARB staff recommends that SCAG improve the sensitivity of the model to household income and pricing strategies. In addition, SCAG should conduct the sensitivity analysis to modeled strategies such as work-from-home, cordon pricing, transportation demand management, and mileage-based user fee. Specifically, CARB staff recommends that the model incorporate TNCs and autonomous vehicles as part of the mode choice model of the ABM.

In terms of off-model strategies, SCAG may have overestimated the GHG emission reduction benefits due to conflicting and inaccurate assumptions. For example, SCAG assumes that on average 65 percent of household vehicles are used in a typical day as part of travel demand modeling, however, when estimating benefits for electric vehicle (EV) incentives program, it assumes that 100 percent of the new EVs will be used for calculating the electric vehicle miles traveled (eVMT). Similarly, SCAG has also assumed zero-vehicle households will have zero-VMT for quantifying off-model strategies. These assumptions may have overestimated the benefits from some of the off-model strategies. CARB staff recommends that SCAG make its assumptions consistent across both modeling and off-model quantifications, and support them with local data. In addition, SCAG should provide the detailed VMT and GHG reductions for individual strategies and document its estimation process, assumptions, and current participation rate for each off-model strategy.

In the current SCS, SCAG has incorporated two baseline adjustments (i.e., telemedicine and e-commerce) to demonstrate its achievement of the 2035 target. However, as indicated above, several key assumptions related to both baseline adjustments are not well-supported by local data. Therefore, CARB staff recommends that SCAG also collect local data prior to including any baseline GHG and VMT adjustments, such as through before and after travel surveys for things such as telemedicine and e-commerce or due to COVID-related impacts.

CARB staff will only consider baseline adjustments that are well-supported by local, regional, or state travel survey data.

- Analyze Induced Travel Demand

Induced travel is a phenomenon that is caused by roadway expansion that increases VMT when drivers reroute from congested roads to longer, uncongested roads, shift from alternative modes to driving, or make more frequent trips. Road expansion projects can also lead to long-term induced travel in the region. Long-term effects may also occur if households and businesses move to more distant locations or if development patterns become more dispersed in response to the capacity increase. Induced travel is important to analyze as it can affect VMT and GHG emissions. SCAG has included several road expansion projects in its 2020 SCS. Currently SCAG is using an elasticity-based approach to assess the long-term effect of induced travel. While this approach can estimate the magnitude of VMT change, it cannot identify the geographic areas of induced travel or synergistic effects of induced travel with other strategies, and thus may not be directly helpful to future planning and mitigation actions. CARB staff recommends that SCAG continue to explore methods that can analyze the long-term induced travel demands of road expansion more thoroughly in future SCSs, using an integrated land use and travel demand model that captures change in transportation investments or neighborhood changes (residential and employment locations). Further, this will improve the capability to analyze the impact of land use policies such as smart growth strategies, transit-oriented development, and bike/pedestrian-friendly developments on travel demand.

Appendix A: SCAG's 2020 SCS Strategy Table

This is a summary table based on SCAG's submittal that compares the key land use and transportation strategies between the 2016 and 2020 SCSs. This table also illustrates how GHG emissions were estimated for each strategy.

Category: 2020 SCS Strategy Name	New/Carryover Strategy from 2016 SCS	Analysis Type	Estimated GHG Emission Reduction in 2035
<p><i>Land Use & Housing:</i></p> <p>Infill Development & Increased Density Near Transit Infrastructure and Shorter Trips Through Jobs/Housing Balance and Complete Communities</p> <p><i>Transportation:</i></p> <p>Transportation Demand Management, New Transit Capital Projects</p> <p><i>Local & Regional Pricing:</i></p> <p>Congestion Pricing, Mileage-Based User Fee/ TNC User Fee, Express Lane Pricing</p>	<p>Congestion Pricing (New) , Mileage-Based User Fee/ TNC User Fee (New)</p> <p>All Other Strategies (Carryover)</p>	<p>On-Model</p>	<p>-14.2%</p>

Category: SCS Strategy	New/Carryover Strategy from 2016 SCS	Analysis Type	Estimated GHG Emission Reduction in 2035
<i>Transportation: Average Vehicle Ridership for Job Centers</i>	New	Off-Model	-0.64%
<i>Transportation: Parking Deregulation in Transit Priority Areas</i>	New	Off-Model	-0.43%
<i>Transportation: Co-Working</i>	New	Off-Model	-0.14%
<i>Transportation: Improved Pedestrian Infrastructure</i>	Carryover	Off-Model	-0.10%
<i>Transportation: Safe Routes to School</i>	Carryover	Off-Model	-0.20%
<i>Transportation: Multimodal Dedicated Lanes</i>	New	Off-Model	-0.40%
<i>New Mobility: Electric Vehicle Charging Infrastructure</i>	Carryover	Off-Model	-1.16%
<i>New Mobility: Electric Vehicle Incentives</i>	New	Off-Model	-0.60%

<i>New Mobility:</i> Transit/TNC Partnership Program	New	Off-Model	-0.04%
<i>New Mobility:</i> Bike Share & Micromobility	New	Off-Model	-0.30%
<i>New Mobility:</i> Car Share	Carryover	Off-Model	-0.44%
Telemedicine ⁷⁰	New	Baseline Adjustment*	-0.15%
On-line Shopping/E-Commerce ⁷¹	New	Baseline Adjustment*	-0.20%
Total Reduction			19%

⁷⁰ SCAG is claiming GHG reductions from Telemedicine, which is a baseline adjustment.

⁷¹ SCAG is claiming GHG reductions from On-Line Shopping/ E-Commerce, which is a baseline adjustment.

Appendix B: Data Table

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
Socioeconomic and Demographic Data									
Modeled Population	17,498,000	18,832,000	19,518,000	19,518,000	21,445,000	21,443,000	22,506,000	22,504,000	Travel Demand Model Input
Modeled Residents	17,161,000	18,512,000	19,194,000	19,194,000	21,115,000	21,109,000	22,172,000	22,164,000	Travel Demand Model Input
Vehicle Operating Costs (2011\$/mile)	17.4500	16.7037	19.8945	19.8945	22.9429	24.4929	23.5147	25.0647	Travel Demand Model Input
Average Toll Price (\$/mile)	N/A(e)	\$0.540 to \$6.440 fixed tolls; \$0.240 to \$0.384 per-mile tolls	\$0.540 to \$12.112 fixed tolls; \$0.000 to \$0.384 per-mile tolls	\$0.540 to \$12.112 fixed tolls; \$0.000 to \$0.384 per-mile tolls	\$0.540 to \$12.112 fixed tolls; \$0.000 to \$0.384 per-mile tolls	\$0.540 to \$12.112 fixed tolls; \$0.000 to \$2.651 per-mile tolls; \$3.407 fixed cordon tolls	\$0.540 to \$12.112 fixed tolls; \$0.000 to \$0.384 per-mile tolls	\$0.540 to \$12.112 fixed tolls; \$0.000 to \$2.651 per-mile tolls; \$3.407 fixed cordon tolls	Travel Demand Model Input
Average median Household Income (\$/year) (\$2011)	\$52,712	\$57,079	\$57,963	\$57,963	\$57,650	\$57,555	\$56,609	\$57,269	Travel Demand Model Input
Total Number of Households	5,650,000	6,012,000	6,334,000	6,333,000	7,174,000	7,170,000	7,639,000	7,633,000	Travel Demand Model Input
Total Number of Jobs	7,771,000	8,389,000	8,696,000	8,695,000	9,567,000	9,566,000	10,050,000	10,049,000	Travel Demand Model Input
Land Use Data									

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
Total Developed Acres	1,695,000	2,375,000	N/A	N/A	N/A	N/A	2,772,000	2,654,000	Travel Demand Model Input/ GIS
Total Housing Units	5,650,000	6,531,000	6,892,000	6,894,000	7,828,000	7,830,000	8,346,000	8,346,000	Travel Demand Model Input
Total Single-Family Housing Units (du)	3,090,000	3,601,000	3,808,000	3,680,000	4,353,000	3,994,000	4,654,000	4,150,000	Travel Demand Model Input
Share of Single-Family Housing Units (%)	N/A	55.1%	55.3%	53.4%	55.6%	51.0%	55.8%	49.7%	Calculated (Total single-family units/ total housing units)
Total Multi-Family Housing Units (du)	2,560,000	2,930,000	3,084,000	3,214,000	3,475,000	3,836,000	3,692,000	4,197,000	Travel Demand Model Input
Share of Multi-Family Housing Units (%)	N/A	44.9%	44.7%	46.6%	44.4%	49.0%	44.2%	50.3%	Calculated: (Total multi-family units/ total housing units)
Total Housing Units Within ½-Mile of a High-Quality Transit Station	N/A	2,102,606	2,229,822	2,243,518	2,654,445	2,838,525	2,825,188	3,336,191	Travel Demand Model Input/GIS
Total Jobs Within ½-Mile of a High Quality Transit Station	N/A	3,556,044	3,698,996	3,727,315	4,159,169	4,590,854	4,330,974	5,247,264	Travel Demand Model Input
Transportation Network Data									
Freeway and General Purpose Lanes –Mixed	10,795	11,148	11,194	11,194	11,319	11,558	11,336	11,676	Travel Demand Model Input

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
Flow, auxiliary, etc., (lane miles)									
Freeway Toll Lanes (lanes miles)	N/A	414	493	493	754	1,370	754	1,464	Travel Demand Model Input
Freeway HOV Lanes (lane miles)	N/A	936	933	933	966	749	966	866	Travel Demand Model Input
Arterial/Expressway (lane miles)	N/A	36,495	36,813	36,813	36,968	38,861	37,049	39,848	Travel Demand Model Input
Collector (lane miles)	N/A	22,464	22,495	22,501	22,565	23,598	22,569	24,060	Travel Demand Model Input
Average Transit Headway (minutes)	N/A	70.5	70.1	70.1	67.9	65.8	67.9	64.8	Travel Demand Model Input
Total Transit Revenue (Operation) miles	N/A	615,067	625,984	625,987	663,664	765,171	663,673	841,099	Travel Demand Model Input
Transit Total Daily Vehicles Service Hours	N/A	47,556	48,163	48,163	50,563	53,978	50,564	59,485	Travel Demand Model Input
Bike and Pedestrian Lane (Class I, II, & IV) miles	N/A	7,992	8,973	10,107	12,762	18,150	15,288	23,512	Travel Demand Model Input
Plan Performance Indicators									
Household Vehicle Ownership	1.97	1.90	1.93	1.91	1.91	1.88	1.91	1.86	Travel Demand Model Output
Average Trip Length (miles/day):									
Drive Alone	11.4	12.1	11.9	11.9	11.5	11.7	11.3	11.5	Travel Demand Model Output

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
Shared Ride	N/A	7.6	7.4	7.4	7.4	7.3	7.3	7.2	Travel Demand Model Output
Public Transit	N/A	7.3	7.5	7.6	8.2	8.8	8.2	8.9	Travel Demand Model Output
Bike	N/A	1.7	1.7	1.7	1.8	1.8	1.8	1.9	Travel Demand Model Output
Walk	1.1	1.2	1.2	1.2	1.2	1.3	1.2	1.3	Travel Demand Model Output
Average Travel Time by Trip Purpose (minutes)									
Commute Trip	N/A	32.3	31.9	31.7	31.8	30.4	32.1	30.3	Travel Demand Model Output
Non-Commute Trip	N/A	13.3	13.1	13.1	13.2	13.2	13.4	13.3	Travel Demand Model Output
Average Travel Time by Mode (minutes):									
Drive Alone	19.3	20.0	19.6	19.5	19.1	17.9	19.1	17.1	Travel Demand Model Output
Shared Ride	N/A	13.0	12.8	12.7	12.8	12.2	13.0	12.2	Travel Demand Model Output
Public Transit	N/A	39.1	40.1	40.4	43.4	45.4	44.0	46.3	Travel Demand Model Output
Bike	N/A	8.5	8.6	8.7	8.9	9.1	9.1	9.4	Travel Demand Model Output
Walk	22.7	24.8	24.8	24.9	24.9	25.1	25.0	25.1	Travel Demand Model Output

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
Average Travel Time for Low-income Populations (minutes) (Household income <\$28,000 in 2011\$)	N/A	16.8	16.6	16.6	16.9	17.2	17.1	17.5	Travel Demand Model Output
Mode Share (%)									
Drive Alone	46.5%	36.0%	36.8%	36.6%	36.8%	35.8%	37.0%	35.4%	Travel Demand Model Output
Shared Ride	41.9%	51.7%	50.9%	50.8%	50.2%	49.5%	50.1%	49.2%	Travel Demand Model Output
Public Transit	2.3%	3.2%	3.3%	3.4%	3.8%	4.7%	3.6%	4.8%	Travel Demand Model Output
Bike	0.9%	1.3%	1.3%	1.4%	1.5%	1.8%	1.6%	2.1%	Travel Demand Model Output
Walk	8.4%	7.8%	7.7%	7.9%	7.7%	8.3%	7.7%	8.6%	Travel Demand Model Output
Transit Ridership (Average daily boardings)	N/A	2,074,697	2,312,950	2,356,182	3,156,267	4,469,295	3,030,909	5,070,390	Travel Demand Model Output
Total VMT per weekday (all vehicle classes: LM + HDT+Others) (miles)	N/A	462,912,495	468,587,665	465,543,311	507,300,450	489,908,219	539,097,782	514,683,804	Travel Demand Model Output
Total SB375VMT per weekday for passenger vehicles	399,661,000	426,710,974	430,202,438	427,182,651	459,381,311	418,738,693	480,763,666	431,393,513	Travel Demand Model Output

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
(CARB vehicle classes LDA, LDT1, LDT2, and MDV) (miles) (a)									
Total LM VMT per weekday for passenger vehicles (ARB vehicle classes of LDA, LDT1, LDT2, MCY and MDV) (miles)	N/A	428,985,427	432,588,134	429,553,186	461,959,567	444,644,860	483,459,311	459,428,299	Travel Demand Model Output
Total II (Internal) LM VMT per weekday for passenger vehicles (miles)	365,374,000	394,027,371	394,684,677	391,639,899	414,401,050	399,312,344	426,791,054	406,309,573	Travel Demand Model Output
Total IX/XI LM VMT per weekday for passenger vehicles (miles)	31,269,000	31,997,613	34,818,112	34,827,285	43,929,775	41,745,530	52,602,986	49,093,189	Travel Demand Model Output
Total XX LM VMT per weekday for passenger vehicles (miles)	3,018,000	2,960,442	3,085,345	3,086,002	3,628,742	3,586,986	4,065,271	4,025,537	Travel Demand Model Output
SB 375 VMT per capita (a),(b)	23.29	23.05	22.41	22.26	21.76	19.84	21.68	19.46	Calculated: Total SB375VMT / Modeled residents
GHG Emissions Data									
Total CO2 emissions per weekday	N/A	235,512	217,290	216,180	175,955	170,792	189,230	181,569	EMFAC Model Output

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
(all vehicle class: LM + HDT+Others, w/ all measures)) (tons/day)									
Total SB375 CO2 emissions per weekday for passenger vehicles (CARB vehicle classes LDA, LDT1, LDT2, and MDV) (tons/day) (a)	204,040	205,049	205,567	204,251	219,862	198,099	231,494	204,416	EMFAC Model Output
Total LM CO2 emissions per weekday for passenger vehicles (ARB vehicle classes LDA, LDT1, LDT2, MCY and MDV w/ all measures) (tons)	N/A	188,447	167,828	166,753	115,868	111,014	114,848	108,150	EMFAC Model Output
Total II (Internal) LM CO2 emissions per weekday for passenger vehicles w/ all measures (tons)	187,090	173,090	153,123	152,035	103,939	99,696	101,386	95,646	EMFAC Model Output
Total IX/XI trip LM CO2 emissions per weekday	16,010	14,056	13,508	13,520	11,018	10,423	12,496	11,557	EMFAC Model Output

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
for passenger vehicles w/ all measures (tons)									
Total XX trip LM CO2 emissions per weekday for passenger vehicles w/ all measures (tons)	1,550	1,300	1,197	1,198	910	896	966	948	EMFAC Model Output
SB 375 CO2 per capita (lbs./day) (a),(b)	23.7801	22.1532	21.4201	21.2833	20.8252	18.7694	20.8814	18.4454	Calculated: Total SB375 CO2 /Modeled residents * 2000 lbs./ton
EMFAC Adjustment Factor	N/A	N/A	2.21%	2.21%	1.95%	1.95%	N/A	N/A	CARB Methodology for Estimating CO2 Adjustment
Off-Model CO2 Emissions Reductions (%)									
Tele-Medicine and E-Commerce	N/A	N/A	N/A	N/A	N/A	-0.35%	N/A	-0.38%	MPO Estimated
Electric Vehicle Strategies (e.g. charging stations, incentive)	N/A	N/A	N/A	N/A	N/A	-1.76%	N/A	-1.87%	MPO Estimated
Emerging Technology (e.g. car share)	N/A	N/A	N/A	N/A	N/A	-0.78%	N/A	-0.77%	MPO Estimated
Job Center and Commute Strategies (e.g. co-working)	N/A	N/A	N/A	N/A	N/A	-1.21%	N/A	-1.12%	MPO Estimated

Modeling Parameters	2005 (c)	2016 Base Year (BY)	2020 Baseline (BL)	2020 Plan (PL)	2035 Baseline (BL)	2035 Plan (PL)	2045 Baseline (BL)	2045 Plan (PL)	Data Sources
Alternative Mode Strategies (e.g. Safe Routes to School, dedicated Transit Lanes)	N/A	N/A	N/A	N/A	N/A	-0.70%	N/A	-0.74%	MPO Estimated
Induced Demand	N/A	N/A	N/A	N/A	N/A	0.56%	N/A	0.55%	
Investment (billions)									
(d)									
Total RTP Expenditure (\$)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Roads & Highway Capacity Expansion (\$)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Roads & Highway Operations and Maintenance (\$)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Transit & Passenger Rail Capital Projects (\$)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Transit & Passenger Rail Operations and Maintenance (\$)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Active Transportation Capital Projects (\$)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Other Capital Projects (including TSM, ITS, TDM, etc.) (\$),	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Debt Service (\$)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

(a) SB375 VMT and CO2 excluded Motorcycle VMT, X-X VMT and Included Off-models (if applicable).

(b) ARB formula for SB 375 VMT per capita and CO2 per capita: $(II + IX/XI \text{ passenger VMT}) / \text{population}$ is inapplicable.

(c) 2005 is based on trip based travel demand model and definition of work trip and other parameters may be different from Activity based travel demand model.

- (d) SCAG did not provide investment information in the data table provided to CARB. Instead, SCAG referred CARB to the 2020 RTP/SCS Transportation Finance Technical Report. The investment information in this table reflects information found in that report
https://www.connectsoal.org/Documents/Adopted/0903fConnectSoCal_Transportation-Finance.pdf
- (e) N/A means not available.

Appendix C: MPO Reporting Components

This section will focus on discussing the three reporting components of the 2019 Evaluation Guidelines: tracking implementation, incremental progress, and equity. The three reporting components are included to identify the effectiveness of prior SCS implementation and increase overall transparency of the SCS for the public and other stakeholders. These reporting components will demonstrate the efforts put forward by MPOs and the progress made towards meeting their SB 375 GHG targets.

Tracking Implementation

The purpose of this section is to report on the progress the SCAG region has made implementing its SCS. Specifically, staff compared observed data for transportation, housing, and land use performance metrics to plan performance to determine whether the region is on track to meet its targets. Performance metrics used in this analysis were chosen based on the availability of observed data and plan performance indicators provided by SCAG and represent a snapshot of where the region is currently. Metric trends that are not heading in the right direction relative to expected plan outcomes are areas that CARB staff look at in the Plan Adjustment analysis, to understand whether the current SCS modifies or adds strategies or actions to get the region on track with expected plan outcomes.

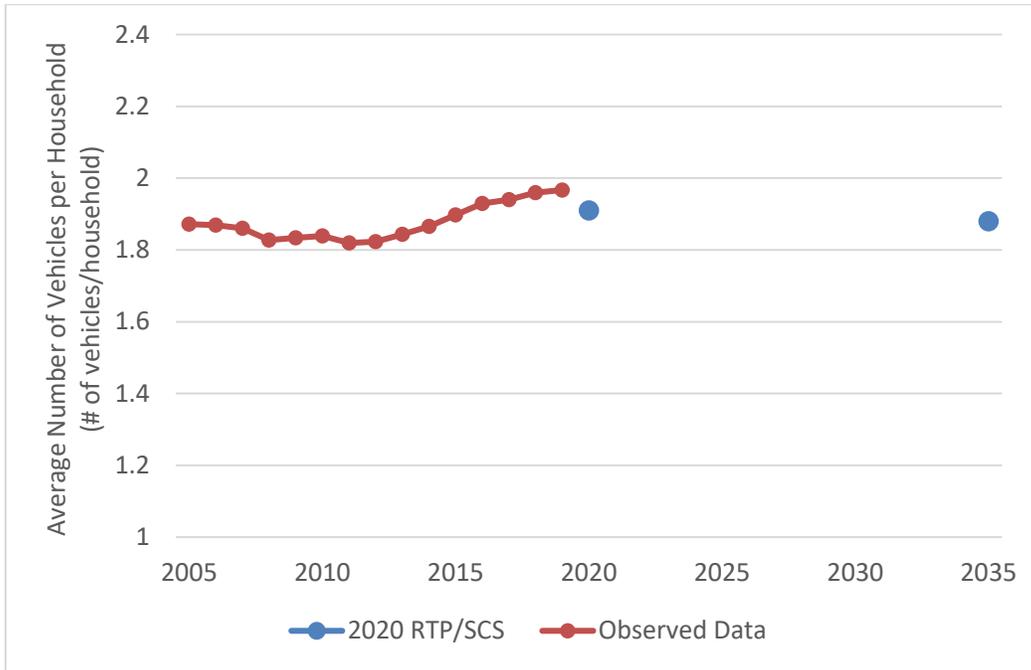
Regional Average Household Vehicle Ownership

CARB staff analyzed the trend in household vehicle ownership for SCAG from 2005 to 2019. This indicator reports the average number of private vehicles owned by each household in SCAG (i.e. the total number of household vehicles divided by the number of households). Total county-level, privately-owned vehicle and household data for 2005 to 2016 were obtained from the American Community Survey (ACS) reports⁷² and Department of Finance⁷³ respectively. Figure 8 shows historical SCAG average household vehicle ownership from 2005 to 2019 in comparison to SCAG's 2035 forecasted household vehicle ownership from its travel demand model (See Appendix B: Data Table). While average household vehicle ownership increased by 5.1 percent in SCAG from 2005 to 2019, there was a decline between 2005 and 2012, with a subsequent rebound. The 2035 forecasted SCS household vehicle ownership is 4 percent below the observed 2019 household vehicle ownership, and the trend in observed data is heading in the wrong direction relative to expected plan outcome for 2035.

⁷² U.S. Census Bureau, American Community Survey, 2005 – 2019 [ACS 1-year Estimates](https://www.census.gov/programs-surveys/acs). Available at: <https://www.census.gov/programs-surveys/acs>.

⁷³ Department of Finance, Demographics. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/>.

Figure 8. SCAG Region Average Household Vehicles



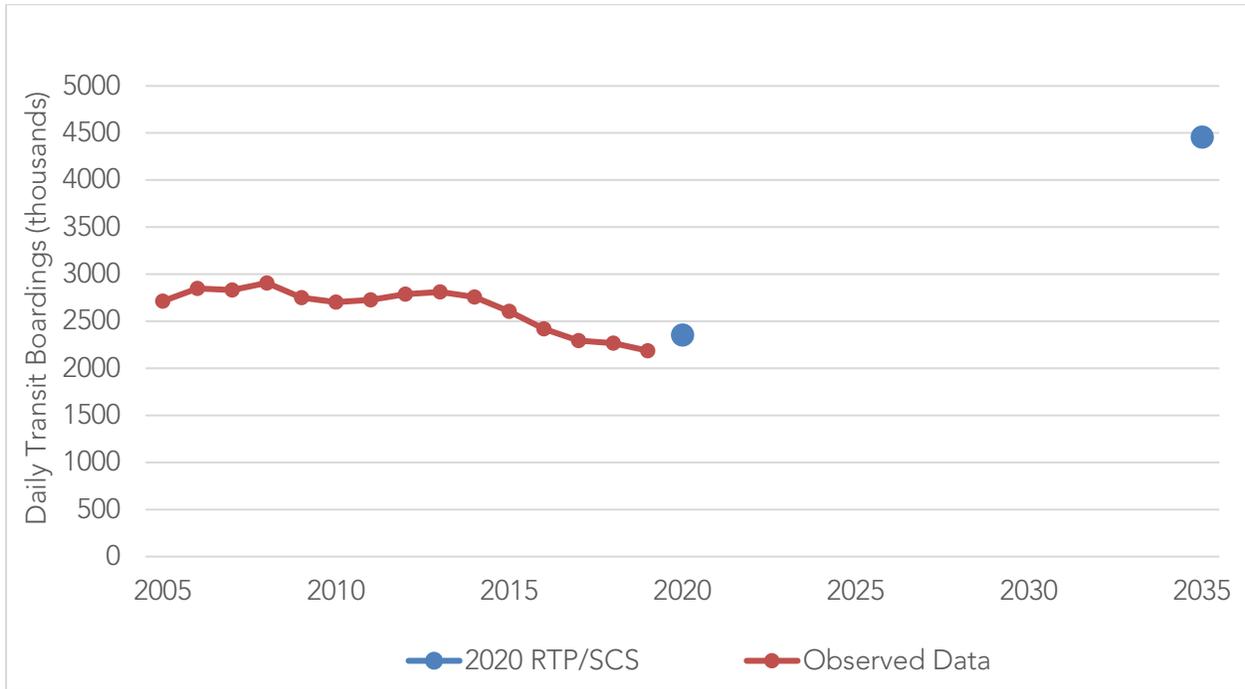
Annual Transit Ridership

CARB staff used the National Transit Database (NTD)⁷⁴ published monthly transit boarding numbers (unlinked trips) reported by local transit agencies to determine the historical monthly and annual boarding numbers in the SCAG region. This dataset cover 2005 to 2019.

Figure 9 shows observed annual transit ridership in SCAG in comparison to 2035 plan performance. The observed data are generally flat from 2005 to 2013 and then decrease through 2019, while SCAG's RTP/SCS forecasted transit ridership in 2035 is more than twice the observed 2019 value. The trend between 2013 and 2019 is heading in the wrong direction relative to the expected plan outcomes.

⁷⁴ National Transit Database, NTD data. Available at: <https://www.transit.dot.gov/ntd/ntd-data>.

Figure 9. SCAG Region Annual Transit Ridership



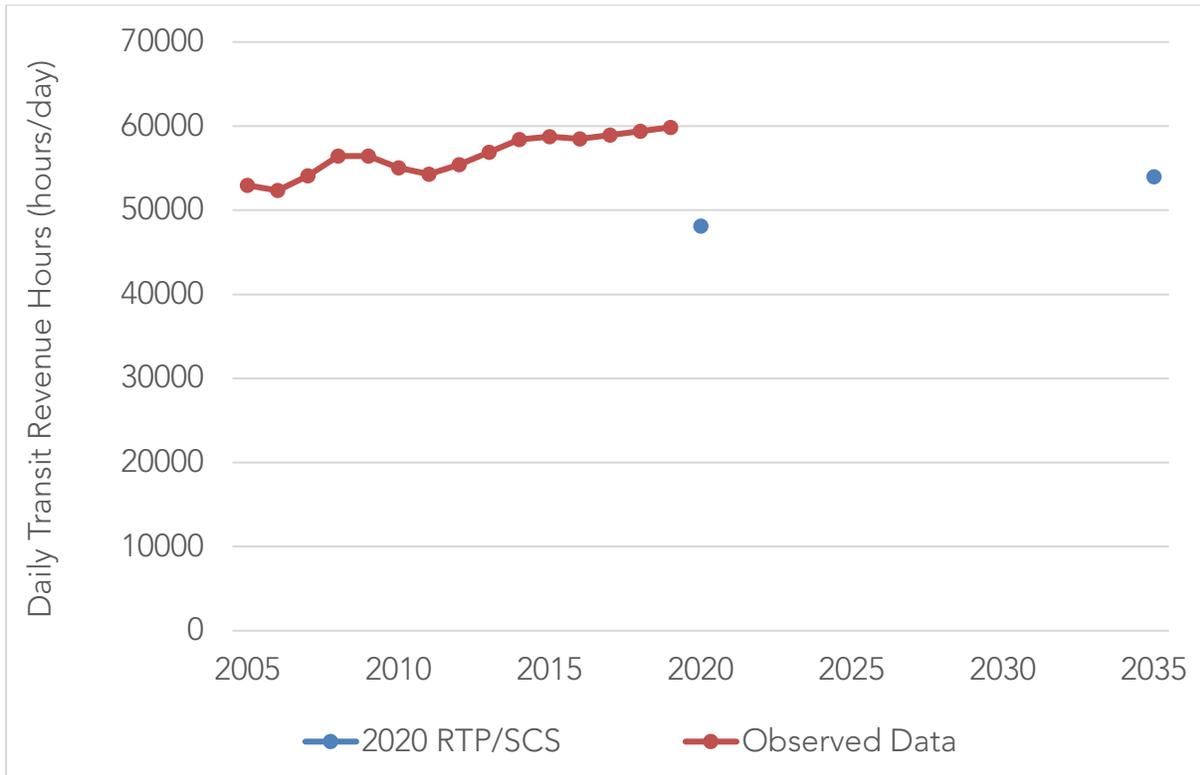
Daily Transit Service Hours

The National Transit Database (NTD) publishes monthly boarding numbers (unlinked trips) reported by local transit agencies. CARB staff calculated the monthly and annual revenue hours in SCAG region based on this NTD dataset from 2005 to 2019⁷⁵. Total transit revenue hours in SCAG were then adjusted to daily transit revenue hours.

Observed NTD transit revenue hours increases from 2005 to 2019 as shown in Figure 10. However, SCAG’s 2020 SCS forecasts transit revenue hours to be less than the observed data, since it only covers fixed-route transit services and it does not include demand response services. According to NTD, demand response service accounted for about 25 percent of the regional transit service hours in 2016.

⁷⁵ National Transit Database (NTD). Available at: <https://www.transit.dot.gov/ntd/ntd-data>.

Figure 10. SCAG Daily Transit Service Hours



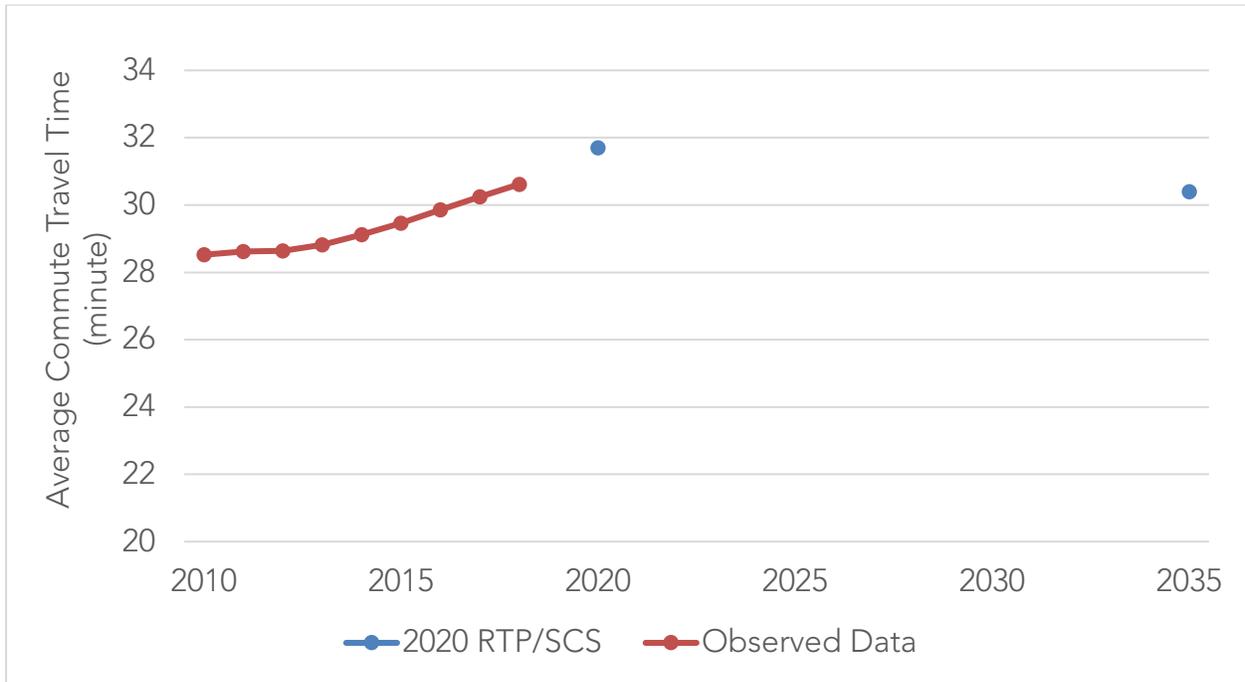
Commute Trip Travel Time

CARB staff analyzed commute trip travel times from 2010 to 2018 using data from the American Community Survey⁷⁶ data. A population-weighted approach was used to calculate total travel times by county and then aggregated to the SCAG region.

Figure 11 shows historical commute time in comparison to SCAG’s 2020 RTP/SCS average commute time. SCAG’s 2020 RTP/SCS forecasts a 1.3-minute reduction in commute time from 2020 to 2035, while the observed data increase from 2010 to 2018, away from the expected plan outcome for 2035.

⁷⁶ U.S. Census Bureau, American Community Survey. Available at: <https://data.census.gov/cedsci/table?q=ACSST1Y2019.S0801&g=0400000US06.050000&tid=ACSST5Y2018.S0801&hidePreview=true>.

Figure 11. SCAG Commute Time



New Homes Built by Type

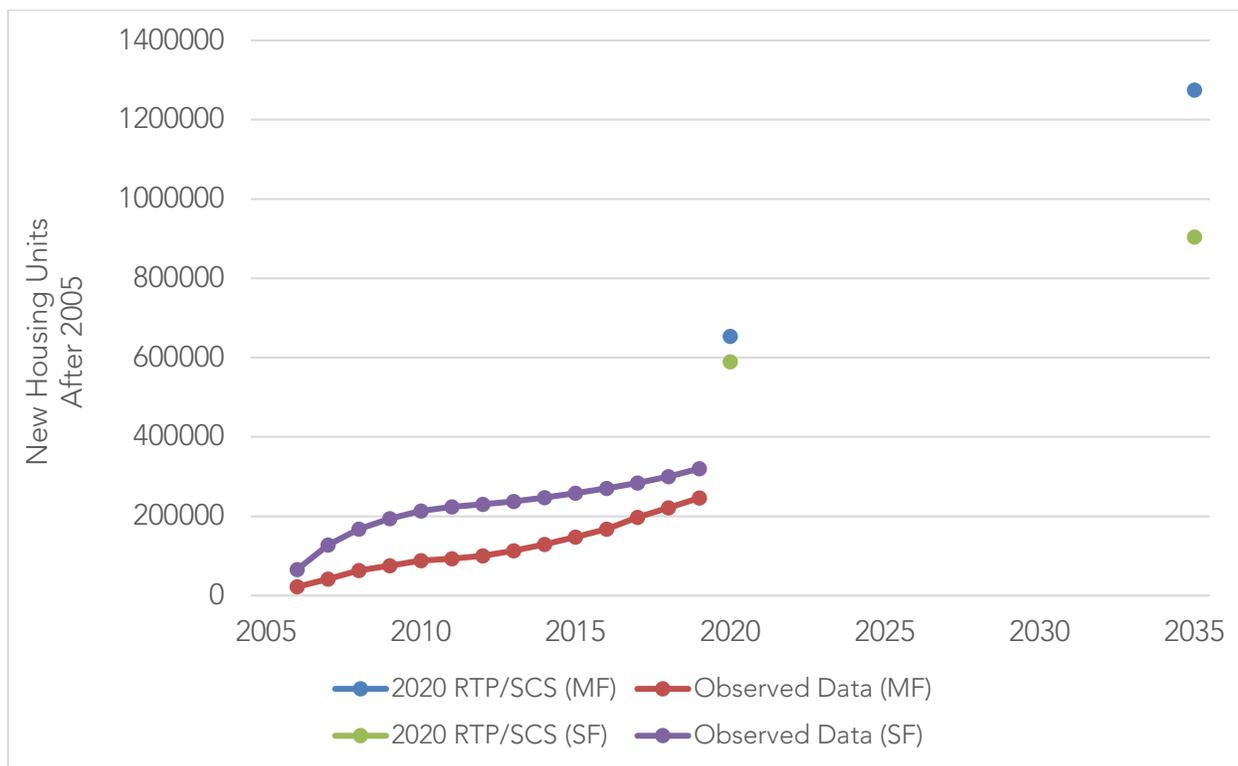
CARB staff analyzed the rate of new homes being built by type in the SCAG region from 2005 to 2019 using the California DOF datasets including E-5 (for years 2011 to 2019) and E-8 (for years 2005 to 2010)⁷⁷:

Figure 12 shows the historical number of new single-family and multi-family housing units in the SCAG region. Since 2005, there have been 589,338 new single-family and 653,850 new multi-family housing units built in the region. During this period, single-family housing has represented a greater share of the new housing units built and that share has stayed relatively constant. In 2019, 320,147 new single-family housing units and 246,249 new multi-family housing units were built. The 2020 SCAG RTP/SCS forecasts 903,877 new single-family housing units and 1,275,295 multi-family housing units to be built in 2035, with multi-family housing units representing a much greater

⁷⁷ California Department of Finance, rate of new homes being built by type. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/>.

share of housing than single-family housing units. While the total number of observed housing units is increasing consistent with the plan, the share of single-family is heading in the wrong direction relative to the expected plan outcomes.

Figure 12 New Single- and Multi-Family Housing Units Built in the SCAG Region



In summary, CARB staff compared the observed data for regional average household vehicle ownership, annual transit ridership, daily transit service hours, commute trip travel time, and new homes built by type with the projected plan performance indicators provided by SCAG. Based on the analysis none of the observed data are heading in the right direction, toward the expected plan outcomes. Therefore, CARB staff concluded that SCAG is not on track to meet its GHG target.

Incremental Progress

CARB staff reviewed the incremental progress of SCAG's 2020 SCS compared to its 2016 SCS in place in October 2018, in accordance with Board direction and the 2019 Evaluation Guidelines.⁷⁸ As background, during the 2018 regional GHG target update process, some of the MPOs reported to CARB that, due to external factors, even greater effort would be required to achieve the same level of per capita GHG emission reduction reported in the current SCSs. According to the MPOs, simply staying on course to achieve the previously demonstrated regional SB 375 GHG emission reduction targets would be a stretch of current resources, let alone achieving the more aggressive targets adopted by the Board in 2018. At that time, SCAG determined that the 2016 SCS would achieve approximately 4 to 5 percent less reductions than when it was adopted in 2016 simply due to changes in exogenous assumptions (e.g. auto operating cost)⁷⁹. In other words, if during the target setting process SCAG had updated its 2016 SCS with exogenous assumptions current at the time, it would only achieve 13 to 14 percent per capita GHG reduction in 2035, well below the plan performance (and target) of 18 percent. SCAG's data indicated that in order to meet the new target of 19 percent, it would need to include another 5 to 6 percent GHG reductions in new and/or enhanced SCS strategies (i.e. incremental progress) in its 2020 SCS.

To determine whether SCAG is achieving the level of incremental progress consistent with what it reported during the target setting process, CARB staff intended to rely on analysis provided by SCAG consistent with methods put forward in the updated SCS Program and Evaluation Guidelines. That methodology called for a comparison of the 2016 SCS to the 2020 SCS under varying assumptions, controlling for as many exogenous factors as possible. For a variety of reasons, SCAG staff were not able to provide CARB with the information and data to conduct the incremental progress analysis envisioned. SCAG developed the 2020 SCS using a brand new modeling platform⁸⁰, and this shift from a trip-based model to an activity-based model made it

⁷⁸ Board Resolution 18-12 (March 22, 2018). Available at: https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Final_Target_Staff_Report_%202018_Resolution_18-12.pdf.

⁷⁹ California Air Resources Board. Final Staff Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets: Appendix B. MPO Scenario and Data Submittals. October 2017. Available at: https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals_october_2017.pdf

⁸⁰ SCAG, 2016 Regional Travel Demand Model and Model Validation. April 2020.

more difficult for them to conduct the analysis CARB requested. For this reason, CARB staff evaluated incremental progress for SCAG's 2020 SCS by comparing strategy assumptions between the 2016 and 2020 SCSs. While this type of analysis does not allow CARB to determine whether the magnitude of incremental progress is consistent with what SCAG reported during the target setting process, it still provides insights into whether SCAG is including new and or enhanced strategies.

Table 10 below provides a list of strategies included in the 2016 and 2018 SCSs, and the assumptions for those strategies. There are a number of new or enhanced strategies around transportation, pricing, new mobility, and land use. For example, bus and rail service miles increased by 32 percent and 5 percent respectively between the 2016 and the 2020 SCSs, along with a slight decrease in freeway lane miles. SCAG also included new pricing strategies in its 2020 SCS that were not in the 2016 SCS, including cordon pricing and TNC fees. In addition, SCAG added a number of new off-model strategies, including parking deregulation in transit priority areas, co-working, multimodal dedicated lanes, bike share/micromobility, transit/TNC partnerships, and EV incentives.

While incremental progress is not used for CARB's SCS determination, CARB expects MPOs to achieve incremental progress due to its SCS land use and transportation strategy commitments from its second SCS to its third SCS consistent with information shared during the GHG emission reduction target setting process. Information SCAG submitted during the 2018 target setting process indicated they would achieve 5 to 6 percent incremental progress as part of the 2020 SCS. While the information presented suggests that the 2020 SCS includes additional and enhanced strategies relative to the 2016 SCS, it is not sufficient to determine whether the magnitude of those new/enhanced strategies is consistent with the information SCAG shared during the 2018 target setting process.

Insufficient information to determine whether SCAG's incremental progress is consistent with the information it shared during the 2018 target setting process.

Table 10. SCAG’s Incremental Progress

SCS Strategies	Strategy Assumptions		Change Supportive of New/Enhanced Strategies
	2016 SCS	2020 SCS	
Transportation			
Freeway (Lane Miles)	11,716	11,558	<i>Supportive</i>
Bus (Transit Service Miles)	599,602	627,485	<i>Supportive</i>
Rail (Transit Service Miles)	104,310	137,686	<i>Supportive</i>
Pricing			
Cordon Pricing ⁸¹ (\$/entry)		4.00 ⁸²	<i>Supportive</i>
Express Lane Pricing ⁸³ (\$/mile)	0 ⁸⁴ -2.65	0-2.65 ⁸⁵	
Mileage User Fee (\$/mile)	0.028	0.020 ⁸⁶	
Job Center Parking (\$/hour)		50% of base fare ⁸⁷	<i>Supportive</i>

⁸¹ Cordon pricing, also known as congestion pricing, is reflected in the activity-based modeling to reduce VMT and is explicitly accounted as a revenue source in the Transportation Finance Technical Report (in Table 2, New Revenue Sources & Innovative Financing Strategies, in Nominal Dollars, Billions).

⁸² SCAG Model Sensitivity Test Report, page 21.

⁸³ Express lane pricing is reflected in the activity-based modeling to reduce VMT and accounted as an existing revenue source in the Transportation Finance Technical Report (in Table 3.1 Core & Reasonably Available Revenue Projections—Local Core Revenue Sources, in Nominal Dollars, Billions).

⁸⁴ Pricing varies by time of day, and some periods may not be priced at all (i.e. zero price).

⁸⁵ SCAG, Connect SoCal SCS Submittal Tables, Table 1 SCS Data.

⁸⁶ The mileage user fee consists of three components, which are reflected in the Transportation Finance Technical Report (in Table 2, New Revenue Sources & Innovative Financing Strategies, in Nominal Dollars, Billions): \$0.025 per mile is to replace gas taxes from 2030 (and therefore not included as an SCS strategy); \$0.015 per mile as regional VMT fee from 2030; and \$0.05 per mile as TNC user fee. In the activity-based modeling 1% (i.e., \$0.005) of TNC user fee is applied to all VMT in the region in order to capture the proportional TNC population.

⁸⁷ Job center parking price is reflected in the activity-based modeling to reduce VMT and is accounted as a revenue source in the Transportation Finance Technical Report.

Work from Home/Telecommute (% of workers)	10%	0%	
Transportation Demand Management		1.5%	<i>Supportive</i>
Off-model Strategies	Improved Pedestrian/bike Infrastructure, Safe Routes to School, Electric Vehicle Charging Infrastructure, Car Share	Improved Pedestrian Infrastructure, Safe Routes to School, Electric Vehicle Charging Infrastructure, Car Share Average Vehicle Ridership for Job Centers, Parking Deregulation in Transit Priority Areas, Co-Working, Multimodal Dedicated Lanes, Electric Vehicle Incentives, Transit/TNC Partnership Program, Bike Share & Micromobility	<i>Supportive</i>
Land Use and Demographics	Transit Priority Areas, High Quality Transit Areas and Livable Corridors	Transit Priority Areas, High Quality Transit Areas, Livable Corridors	<i>Supportive</i>

		Job Center Strategy & Neighborhood Mobility Areas	
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Equity

MPOs may report to CARB a summary of how they conducted equity analyses as part of the development of their SCSs in accordance with the California Transportation Commission's *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*.⁸⁸ The Environmental Justice (EJ) Technical Report⁸⁹ of SCAG 2020 SCS documented SCAG's equity analysis. CARB staff reviewed this EJ Technical Report and prepared this section to summarize SCAG's 2020 SCS equity work, including identified communities of concern, equity performance measures, equity analysis, and public participation efforts.

Identifying Vulnerable Communities

SCAG's 2020 SCS states that its EJ Technical Report not only meets legal requirements, but goes beyond them in considering other population characteristics such as children, elderly populations, vehicle-less households, individuals without a high school diploma, and areas designated as disadvantaged by Senate Bill (SB) 535 (DeLeon).⁹⁰ SCAG staff conducted extensive outreach to EJ stakeholders and the general public during the EJ Working Group meetings, targeted EJ outreach, and Connect SoCal Public Workshops to gather feedback. For both the outreach and analysis process, EJ communities were identified to include all low-income⁹¹ and minority populations.⁹² SCAG also analyzed other demographic categories as shown in **Figure 13**, Figure 13.as well as income by quintiles as shown in Figure 14. Figure 15Figure 15shows all the EJ communities identified in the SCAG region, which include EJ Areas, SB 535 Disadvantaged Communities, and Communities of Concern. Based on these criteria, key characteristics of the region's EJ analysis areas include⁹³:

⁸⁸ California Transportation Commission. *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*. January 2017. Available at:

<http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/docs/2017RTPGuidelinesforMPOs.pdf>.

⁸⁹ SCAG, 2020 RTP/SCS, Environmental Justice Technical Report: Available at:

https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Environmental-Justice.pdf.

⁹⁰ SCAG, 2020 RTP/SCS, Environmental Justice Technical Report, page 4.

⁹¹ The poverty classification is a federally established income guideline used to define persons who are economically disadvantaged as outlined by the U.S. Department of Health & Human Services guidelines.

⁹² Executive Order 12898, U.S Department of Transportation, and Federal Highway Administration Orders on EJ define "minority" as persons belonging to any of the following groups, as well as "other" categories that are based on the self-identification of individuals in the Census: African American, Hispanic, Asian/Pacific Islander, and Native American and Alaskan Native.

⁹³ This section includes summary information from SCAG's Environmental Justice Technical Report.

- In 2016, about 69 percent of the population in the SCAG region belonged to a racial or ethnic group other than White, non-Hispanic, while about 15 percent of the population was in poverty.
- Since 2000, the share of households living in poverty has increased from about 13 percent to about 15 percent in the SCAG region.
- About 62 percent of the region's population (about 12 million people) live in an EJ area.
- About 34 percent of the region's population (about 6 million people) live in a disadvantaged community.
- About 21 percent of the region's population (4 million people) live in a community of concern.

Since 2000, the share of households without a vehicle has gone down, from about 10 percent to about 7 percent. Meanwhile, the share of households with more than three vehicles has increased from about 18 percent to about 24 percent.

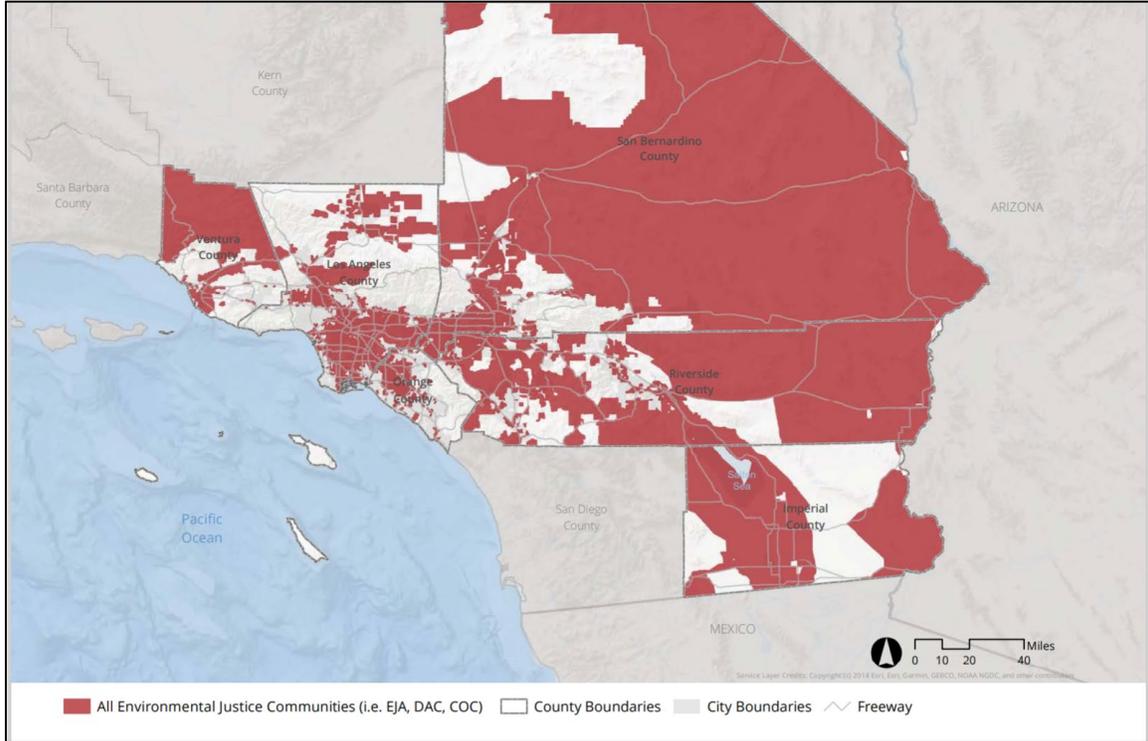
Figure 13. Demographic Categories Analyzed by SCAG

Ethnic/Racial/Other Categories (Persons)
Hispanic (Latino)
White (Non-Hispanic)
African-American (Non-Hispanic)
Native American (Non-Hispanic)
Asian/Pacific Islander (Non-Hispanic)
One or More Race/Some Other Race (Non-Hispanic)
Young Children Age 4 and Under
Seniors, Age 65 and Above
Disabled/Mobility Limited
Non-English Speakers
Individuals without a High School Diploma
Foreign Born Population
Households without a Vehicle
Income Categories (Households)
Households Below Poverty (Poverty 1)
Households at 1.5x Poverty Level (Poverty 2)
Households at 2x Poverty Level (Poverty 3)
Households by Ranked Income Quintiles

Figure 14. Income Distribution by Quintiles Analyzed by SCAG

Income Quintiles	Income Range
Quintile 1	\$0 to \$28,000
Quintile 2	\$28,001 to \$52,000
Quintile 3	\$52,001 to \$82,000
Quintile 4	\$82,001 to \$128,000
Quintile 5	\$128,000 and Higher

Figure 15. All Environmental Justice Communities in the SCAG Region



Equity Performance Measures

SCAGs EJ analysis attempted to determine if the SCS has a disproportionate negative impact on the low-income population and/or minority populations in identified communities in the region and if there are any disparate impacts specifically based on race, color, national origin, etc. SCAG’s EJ analysis identified 18 performance indicators to understand the RTP/SCS impacts on environmental justice areas, disadvantaged communities, and communities of concern, including:

1. Jobs-Housing Imbalance
2. Neighborhood Change and Displacement
3. Accessibility to Employment Services
4. Accessibility to Parks and Educational Facilities
5. Active Transportation Hazards
6. Climate Adaptation
7. Public Health Analysis
8. Aviation Noise Impacts
9. Roadway Noise Impact

10. Emissions Impacts Analysis (PM2.5 & CO):
11. Emissions Impacts Along Freeways
12. Travel Time & Travel Distance Savings
13. Rail Related Impacts
14. Share of Transportation System Usage
15. Connect SoCal Revenue Sources in Terms of Tax Burdens
16. Connect SoCal Investments vs. Benefits:
17. Geographic Distribution of Transportation Investments
18. Impacts from Funding Through Mileage-Based User Fees

In this document, CARB focused on the effect of the SCS on land use equity, access, and public health⁹⁴.

Land Use Equity Performance Measures

SCAG acknowledged that neighborhood gentrification and displacement resulting from transportation investments on a region-wide basis is challenging and that attention should be given on a project-by-project basis to carefully understand local neighborhood dynamics and ensure equitable access to the benefits of improved infrastructure.

To understand where the region currently is and to understand where to monitor, SCAG conducted a historical jobs-housing imbalance analysis as well as an analysis on neighborhood change and displacement. The jobs-housing imbalance analysis looked at median commute distance of low wage workers as well as jobs-housing fit between available housing types and the income level of residents. To assess neighborhood change, SCAG looked at criteria around gentrification, including; increase in college educated, increase in non-Hispanic white, increase in median household income, and increase in median gross rent. SCAG analyzed displacement by looking at data on moving and migration flows.

The trends for both jobs-housing imbalance and change and displacement in the region appear to be somewhat improving. The commute distance grew in all six counties between 2002 and 2016, while it slightly decreased between 2012 and 2016.

⁹⁴ For more information on the other performance indicators see SCAG's Environmental Justice Technical Report.

From 2010 to 2016, the ratio of jobs to housing increased from 1.10 to 1.19, but the ratio of low wage jobs to affordable rental units decreased from 0.94 to 0.89 during the period.

SCAG's analysis of neighborhood change across the region identified 40 census tracts⁹⁵ that have been persistently changing across recent decades. However, these tracts are not disproportionately located in EJ areas, Disadvantaged Communities, or Communities of Concern.

Accessibility Performance Measures

SCAG assessed accessibility impacts from the RTP/SCS to important destinations such as employment, shopping, parks and schools for the region's EJ population. For both transit and auto accessibility performance measures, SCAG used a 30 minute benchmark for travel time to the destinations by automobile, and 45 minutes of travel time to destinations by transit during the evening peak period.

Based on these performance measures, SCAG found that the share of the region's total employment and shopping destinations that are accessible to each EJ group within 30 minutes of travel by auto, or 45 minutes on transit and accessibility will improve. SCAG's EJ analysis, suggests that the overall accessibility to parks and natural lands will improve because of the RTP/SCS, both for the region as a whole and for the EJ population.⁹⁶ SCAG also acknowledges that its results show local parks and other natural lands are less accessible by public transportation than by automobile, especially to National Forests. However, with the implementation of the RTP/SCS, accessibility to local parks and other natural lands will increase more for public transit modes than for automobiles at all levels of analysis⁹⁷.

⁹⁶ SCAG, 2020 RTP/SCS, Environmental Justice Technical Report: Table 25 (pages 81-86) and Table 29 (pages 93, 94).

⁹⁷ SCAG, 2020 RTP/SCS, Environmental Justice Technical Report: Figures 11-16 (pages 87-88).

Health and Environment Performance Measures

SCAG's EJ analysis also looked at human health and environmental effects measures living and working within 500 feet of major roadways as an indicator of risk of exposure to toxic air contaminants from proximity to major roadways from the RTP/SCS.

SCAG's EJ analysis projected that by 2045, approximately 5 percent of the region's population will live within 500 feet of freeways and high traffic roads and 9 percent of the population will work within it.

The results showed that most EJ population groups show higher concentrations in areas near freeways and high-traffic roads than is seen in the greater region, except for seniors over age 65, African Americans, and those identifying as "Other Race." Based on the analysis, SCAG projects that the share of most EJ population groups in areas adjacent to freeways and high traffic roads will increase in 2045.

The SCS documented that concerns were raised⁹⁸ by environmental groups, the health community, housing groups, and air quality regulation agencies about incompatible land uses, including sensitive receptors such as hospitals, senior/daycare centers, and housing near freeways and busy roadways. According to SCAG⁹⁹, the land use strategies in the SCS call for redirecting future growth into high-quality transit areas (HQTAs) and as a result, part of this growth will occur in areas where high-quality transit areas overlap with areas within a distance of 500 feet from freeways and high-traffic roads. Neighborhoods where HQTAs overlap with areas within 500 feet of freeways and high-traffic roads accommodate about 3 percent of all regional households and about 5 percent of regional employment by 2045.¹⁰⁰

Public Outreach and Engagement

SCAG held 28 public workshops for the SCS along with other activities¹⁰¹. Workshops were held in all of the region's six counties. Feedback and comments from the

⁹⁸ SCAG, 2020 RTP/SCS, Environmental Justice Technical Report, page 138.

⁹⁹ SCAG, 2020 RTP/SCS, Environmental Justice Technical Report, page 138.

¹⁰⁰ SCAG, 2020 RTP/SCS, Environmental Justice Technical Report, page 141.

¹⁰¹ SCAG, 2020 RTP/SCS, Public Participation and Consultation. Available at: https://www.connectsoal.org/Documents/Adopted/fConnectSoCal_Public-Participation-Consultation.pdf.

workshops were incorporated into the technical analysis. In addition, an online survey was conducted that reduced barriers of having to attend in person to participate.

In 2018, SCAG also convened an EJ Working Group (EJWG) to vet ideas and receive feedback on its EJ analysis, in addition to other workgroups on the RTP/SCS. SCAG held five EJWG meetings to discuss development of Connect SoCal, its EJ technical analysis, and gather input from EJ stakeholders.

In addition, SCAG developed “Community Partner Toolkits” as an outreach resource. The toolkits contained workshop fliers in various languages, adaptable sample letters, email blasts and social media posts—and were distributed by SCAG staff and the outreach team to elected officials, community based organizations and other grassroots organizations to create awareness about Connect SoCal.