



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
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MEETING NO. 626

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY

Thursday, November 5, 2020

12:30 p.m. – 2:00 p.m.

To Watch or View Only:

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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, November 4, 2020.

All written comments received after 5pm on Wednesday, November 4, 2020 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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To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
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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RC - Regional Council *Members – November 2020*

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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. Bill Jahn**
Imm. Past President, Big Bear Lake, RC District 11
5. **Hon. Sean Ashton**
Downey, RC District 25
6. **Hon. Phil Bacerra**
Santa Ana, RC District 16
7. **Hon. Rusty Bailey**
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10. **Hon. Ben Benoit**
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- 16. Hon. Joe Buscaino**
Los Angeles, RC District 62
- 17. Hon. Michael Carroll**
Irvine, RC District 14
- 18. Hon. Gilbert Cedillo**
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- 19. Hon. Jonathan Curtis**
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- 20. Hon. Kevin de León**
Los Angeles, District 61
- 21. Hon. Steve De Ruse**
La Mirada, RC District 31
- 22. Hon. Paula Devine**
Glendale, RC District 42
- 23. Hon. Margaret Finlay**
Duarte, RC District 35
- 24. Hon. Eric Garcetti**
Member-at-Large
- 25. Hon. James Gazeley**
Lomita, RC District 39
- 26. Hon. Dean Grose**
Los Alamitos, RC District 20
- 27. Hon. Jack Hadjinian**
Montebello, RC District 34
- 28. Sup. Curt Hagman**
San Bernardino County
- 29. Hon. Ray Hamada**
Bellflower, RC District 24
- 30. Hon. Marqueece Harris-Dawson**
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- 31. Hon. Mark Henderson**
Gardena, RC District 28

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- 32. Hon. Steven Hofbauer**
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- 33. Hon. Tim Holmgren**
Fillmore, RC District 47
- 34. Hon. Peggy Huang**
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- 35. Hon. Mike Judge**
VCTC Representative
- 36. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 37. Hon. Paul Koretz**
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- 38. Hon. Paul Krekorian**
Los Angeles, RC District 49
- 39. Hon. John Lee**
Los Angeles, RC District 59
- 40. Randall Lewis**
Business Representative, Non-Voting Member
- 41. Hon. Steven Ly**
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- 42. Hon. Marisela Magana**
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- 46. Hon. Nury Martinez**
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- 47. Hon. Andrew Masiel**
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- 49. Hon. L. Dennis Michael**
Rancho Cucamonga, RC District 9
- 50. Hon. Fred Minagar**
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- 51. Hon. Steve Nagel**
Fountain Valley, RC District 15
- 52. Hon. Frank Navarro**
Colton, RC District 6
- 53. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 54. Hon. Mitch O Farrell**
Los Angeles, RC District 60
- 55. Hon. Trevor O'Neil**
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- 56. Hon. Hector Pacheco**
San Fernando, RC District 67
- 57. Sup. Linda Parks**
Ventura County
- 58. Hon. Jeannine Pearce**
Long Beach, RC District 30
- 59. Sup. Luis Plancarte**
Imperial County
- 60. Hon. David Pollock**
Moorpark, RC District 46
- 61. Hon. Jim Predmore**
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- 62. Hon. Curren Price**
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- 63. Hon. Chuck Puckett**
Tustin, RC District 17

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- 64. Hon. Miguel Pulido**
OCTA Representative

- 65. Hon. Carmen Ramirez**
Oxnard, RC District 45

- 66. Hon. Rita Ramirez**
Victorville, RC District 65

- 67. Hon. Deborah Robertson**
Rialto, RC District 8

- 68. Hon. Monica Rodriguez**
Los Angeles, RC District 54

- 69. Hon. David Ryu**
Los Angeles, RC District 51

- 70. Hon. Meghan Sahli-Wells**
Culver City, RC District 41

- 71. Hon. Ali Saleh**
Bell, RC District 27

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

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

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

- 75. Hon. Lyn Semeta**
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- 76. Hon. David Shapiro**
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- 77. Hon. Marty Simonoff**
Brea, RC District 22

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

- 79. Sup. Hilda Solis**
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- 80. Hon. Karen Spiegel**
Riverside County

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

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

- 83. Hon. Donald Wagner**
Orange County

- 84. Hon. Alan Wapner**
SBCTA Representative

- 85. Hon. Herb Wesson**
Los Angeles, RC District 57

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

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Southern California Association of Governments
Remote Participation Only
Thursday, November 5, 2020
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)

PRESENTATION
(The Honorable Wade Crowfoot, California Secretary for Natural Resources)

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, November 4, 2020. 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, November 4, 2020 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

INFORMATION ITEM

- 1. SoCal Climate Adaptation Planning Guide
M # h U

ACTION/DISCUSSION ITEM

- 2. Sustainable Communities Program - Housing & Sustainable Development Call for Applications
(o K h)

RECOMMENDED ACTION FOR CEHD:

Recommend that the Regional Council approve the Housing and Sustainable Development Guidelines and authorize staff to release the Call for Applications.

RECOMMENDED ACTION FOR RC:

Approve the Housing and Sustainable Development Guidelines and authorize staff to release the Call for Applications.

CONSENT CALENDAR

Approval Items

- 3. Minutes of the Meeting - October 1, 2020

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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

BUSINESS REPORT

(Randall Lewis, Ex-Officio Member)

PRESIDENT'S REPORT

(The Honorable Rex Richardson, President)

- Recognition of Outgoing Regional Council Members

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise Executive Director)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Regional Council (RC) **EXECUTIVE DIRECTOR'S APPROVAL**

From: Kome Ajise, Executive Director, Executive Management,
(213) 236-1835, Ajise@scag.ca.gov

Presenter: Wade Crowfoot, California Secretary for Natural Resources *Kome Ajise*

Subject: California Climate Vulnerabilities, Adaptation Strategies and Opportunities

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:

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 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. To speak about California’s climate vulnerabilities and opportunities to enlist the State’s natural and working lands in the fight against climate change – forests, rangelands, farms, wetlands, coast, deserts and urban greenspaces - staff have invited the State of California’s Secretary for Natural Resources, Wade Crowfoot, to address the Regional Council.

BACKGROUND:

To highlight the urgency and impacts of the crisis, SCAG staff have invited Wade Crowfoot, California Secretary for Natural Resources with the California Natural Resources Agency, to speak about the growing climate risks across the state and region as we experience extreme climate-related health, safety and economic impacts from intensified wildfires, inland flooding and mudslides from torrential rainstorms, coastal flooding exacerbated by sea level rise, and intensified urban heat island effects from unusually high temperatures. Opportunities to enlist the state’s natural and working lands in the fight against climate change – forests, rangelands, farms, wetlands,

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coast, deserts and urban greenspaces - can be discussed. California has committed to pursue innovative actions, strategies and partnerships to maximize the full climate benefits of soils management, wetlands restoration, active forest management and green infrastructure. The California Natural Resources Agency leads and coordinates California's climate adaptation and natural resources policies, and supports more than 26 distinct departments, conservancies, and commissions and leads efforts to steward California's natural environment.

Related to this topic, at the October 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. Emphasizing SCAG's unique role in the region, 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 exacerbated by our changing climate. The EEC will consider and discuss the resolution during their November 5th meeting and provide a recommendation to the Regional Council for consideration at its next meeting.

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).



Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Energy & Environment Committee (EEC)
Regional Council (RC)
From: Kimberly Clark, Program Manager,
(213) 236-1844, Clark@scag.ca.gov
Subject: SoCal Climate Adaptation Planning Guide

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

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. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

SCAG developed the SoCal Climate Adaptation Planning Guide (SCCAPG) to help the region's jurisdictions improve resilience to climate-related stressors such as extreme heat, wildfire, drought, flooding, heavy precipitation and sea level rise. The SCCAPG addresses existing vulnerabilities through the lens of land use and transportation and provides implementation tools for local jurisdictions to adapt to climate change. It also includes tools for stakeholders to more effectively communicate about climate stressors and identify opportunities for the region's land use pattern and transportation system to be more adaptable, resilient, and respond to hazards relating to a changing climate. SCAG's consultant team will summarize the SCCAPG and provide an outlook of future engagements with stakeholders to publicize the resource.

BACKGROUND:

With discretionary resources available from the 2017-18 SB1-funded Adaptation Planning Grant Program, Caltrans awarded SCAG a \$941,700 competitive planning grant to prepare the comprehensive Southern California Regional Climate Adaptation Framework, which includes implementation tools, data, and resources for all SCAG regional jurisdictions to prepare vulnerability assessments, adaptation plans, general plans, and other documents. The SoCal Climate Adaptation Planning Guide (SCCAPG) is a product of the larger Framework and provides a step wise guide for exploring issues, assessing vulnerability, defining strategies, and implementing adaptation solutions at the local level.

Building on the State of California's Adaptation Planning Guide, the SCCAPG is available online at <http://sustain.scag.ca.gov/Pages/Climate%20Change/Regional-Climate-Adaptation-Framework.aspx>

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and includes vulnerability assessments tailored to Southern California's unique environment. The SCCAPG describes how jurisdictions can consider interconnected and interdependent systems in assessing community vulnerability. In addition to the direct impact to a physical asset, such as inundation by flooding, there are compound or secondary impacts to consider that may represent an elevated risk to safety or human life. For example, California's latest extended drought, occurring from roughly 2012 to 2017, resulted in extremely dry conditions and fuel build up, which in turn increased the risk and incidence of wildfires. The resulting wildfires in steep-sloped areas subsequently resulted in high-risk areas for mudslides due to the loss of vegetation that normally stabilizes soils and absorbs precipitation during intense rainfall events. Consideration should also be given to the cascading impacts that could occur when a climate-driven event results in the loss of service from critical facilities and infrastructure, such as water and wastewater systems, energy systems, essential facilities (e.g., hospitals), emergency response facilities, and local ecosystems.

The SCCAPG also features local examples of climate adaptation and walks jurisdictions through a detailed consideration of risk and strategy development, while emphasizing ongoing monitoring as essential to extracting maximum adaptation benefits. In considering local risk for climate-related hazards, the SCCAPG utilizes a risk-management or "tolerable risk" planning framework where risk is quantified as the product of the probability of a hazard occurring multiplied by the consequences of that event. This decision-making framework allows evaluation and assessment of risk for communities to identify strategies to reduce the impacts from hazards in an efficient and effective manner. A risk management planning framework is an excellent approach for planning in communities as diverse as the 197 jurisdictions in the SCAG region because it can be applied at any scale, and it can help decision-makers prioritize limited funding resources toward areas with the most urgent needs. A risk framework also is an excellent communication tool, and the evaluation of adaptation strategies enables jurisdictions to understand both the risks they are managing and whether the options they are considering will effectively and efficiently reduce those risks. In addition, a risk management framework considers life safety paramount, which promotes equity as a strong criteria in decision-making, beyond the standard economic benefits.

In early 2019, SCAG initiated a contract with Cambridge Systematics, Inc. for this effort. In addition to the SCCAPG, part of the project's scope includes preparation of a multipart analysis of transportation and land use impacts of climate events, including the use of the SCAG Regional Travel Demand Model, location based services data for transportation impacts, and development of a mapping tool for jurisdictions to evaluate land use impacts from climate hazards.

This winter, SCAG will be conducting a Toolbox Tuesday webinar to review the SCCAPG and release these additional resources for local stakeholders. Leading up to that event, SCAG staff have been making presentations to local planning directors and city managers at subregional organizations' regular meetings to advertise the upcoming resources. Additionally, SCAG hosts a Climate Adaptation Working Group quarterly with attendance from key regional stakeholders including local



jurisdictions, community-based organizations, local universities, state counterparts and other regional partners.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2020-21 Overall Work Program (OWP) under project 145.4834.01 (Southern California Regional Climate Adaptation Framework).

ATTACHMENT(S):

1. PowerPoint Presentation - SoCal Climate Adaptation Planning Guide

SoCal Climate Adaptation Planning Guide

Presentation to Energy and Environment Committee

SCAG Sustainability Department, Cambridge Systematics, HereLA, and ESA

November 5, 2020

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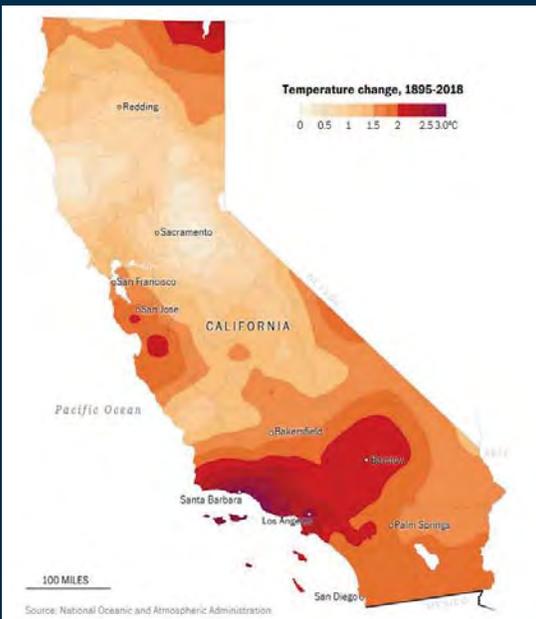
Project Background

SoCal Climate Adaptation Framework

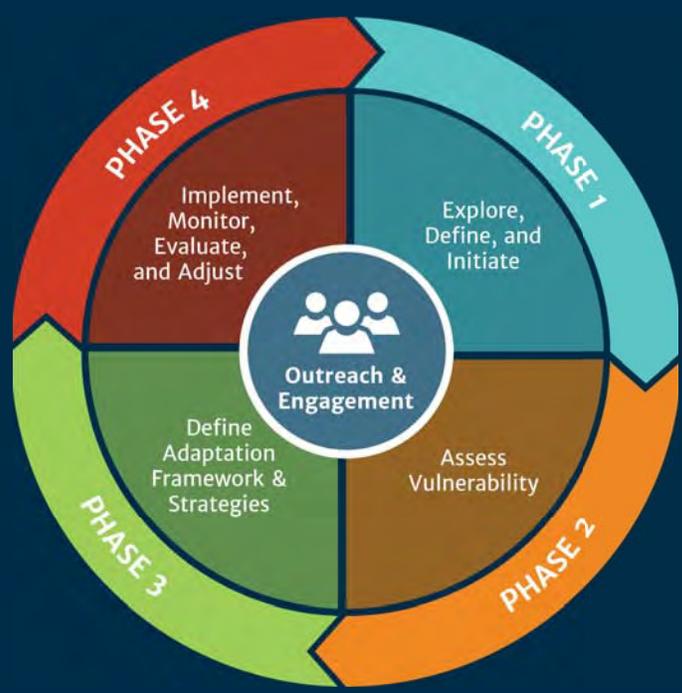
- February 2019 Kickoff
- SB 1 Adaptation Planning Grant
- SCAG, Cambridge Systematics, with ESA, Here LA, and Urban Economics
- **Tools and Resources**
- **Outreach and Communications Strategies**
- **Planning Guidance and Model Policy Language**
- **Vulnerability mapping and assessment tools**
- **Transportation and land use scenarios and modeling**
- **Finance and Funding Guidance**

Climate Change Impacts in the SCAG Region

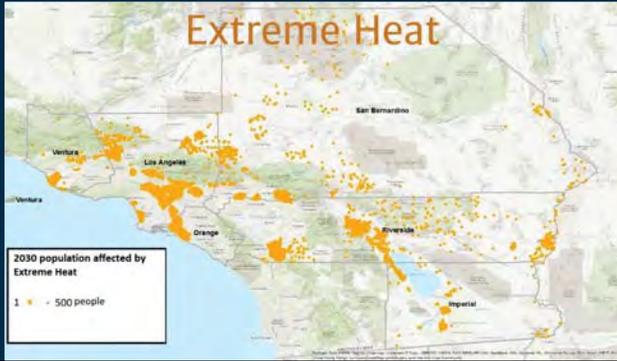
-  Extreme Heat
-  Sea Level Rise/Coastal Flooding and Erosion
-  Severe Storms/Wind
-  Inland Flooding
-  Drought
-  Wildfire
-  Air Quality and Vector Borne Diseases
-  Landslides
-  Pests and Ecological Hazards



Four Phases of Climate Adaptation Planning



Widespread Impacts



SoCal Water Supply: Threatened by Receding Dana Glacier



- Located in Yosemite National Park
- Part of a snowpack that supplies 60% of California's water supply when its snow melts
- Reduced 64% over the past 100 years, and this poses dire issues for our water supply

Sources: *The Long Journey of Los Angeles Water*, Sierra Nevada Conservancy, n.d. *Glacier Change*, Office of Environmental Health Hazard Assessment, 2019

Attachment: PowerPoint Presentation - SoCal Climate Adaptation Planning Guide (SoCal Climate Adaptation Planning Guide)

Ventura County Agriculture: Impacted by Fire, Heat, and Sea Level Rise



- Ventura is the 11th-largest crop producing county in the U.S.
- In 2017, the Thomas Fire caused over \$170M of damage to farmland
- Rising temperatures, extreme heat, and sea-level rise will also affect farmland

Sources: Farm Bureau of Ventura County, n.d.

Ventura County agriculture suffers over \$170 million in damages from Thomas Fire, VC Star, 2018

Joshua Tree National Park Area: Dangerous Floods



- The areas surrounding the national park are experiencing climate change
- Drier soil and intensified rainfall produce dangerous flood conditions
- In 2018, a thunderstorm left 13 vehicle buried in mud and 2,300 residents without power

Sources: Thunderstorm drenches Palm Springs, buries part of Highway 62..., Desert Sun, 2018 Inland Deserts Regional Climate Change Assessment, CA Natural Resources Agency et al., 2018

Capistrano Beach: Damaged by Rising Seas and Strong Storms



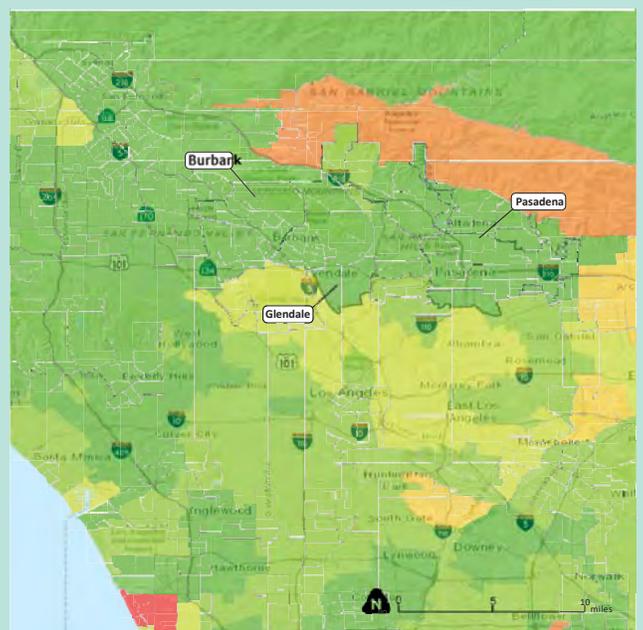
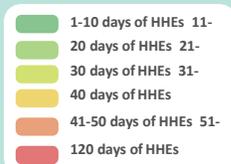
- Beaches are one of California’s greatest public assets
- A 2018 storm, featuring annual “king tides”, caused the flooding damage seen above
- Storm are getting more severe, while rising sea levels cause erosion damage year-round

Sources: Coastal Flooding in California, National Ocean Service, 2015
 Capo Beach crumbles with walkway destroyed..., Orange County Register, 2018

Heat Health Events in the Los Angeles Area

- Heat health events (HHEs) consider both absolute temperature and a local population’s vulnerability
 - Cooling centers, tree canopy, urban heat island affects, health care resources, elderly populations, etc. HHEs are concentrated in the San Fernando Valley and the South Bay

Sources: California Heat Assessment Tool (CHAT), California Natural Resources Agency



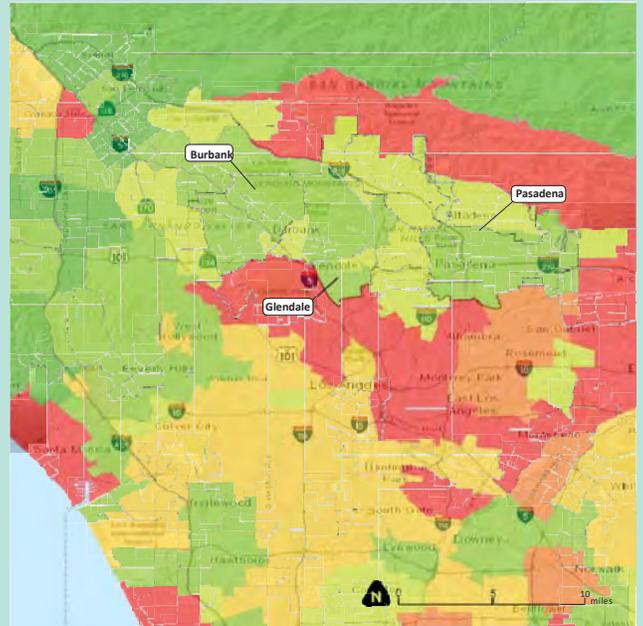
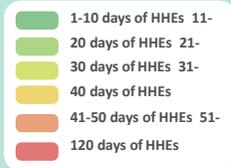
2020

Heat Health Events in the Los Angeles Area

2050

- As temperatures rise, HHEs increase countywide
- The effect is more drastic in LA's historically marginalized communities

Sources: California Heat Assessment Tool (CHAT), California Natural Resources Agency

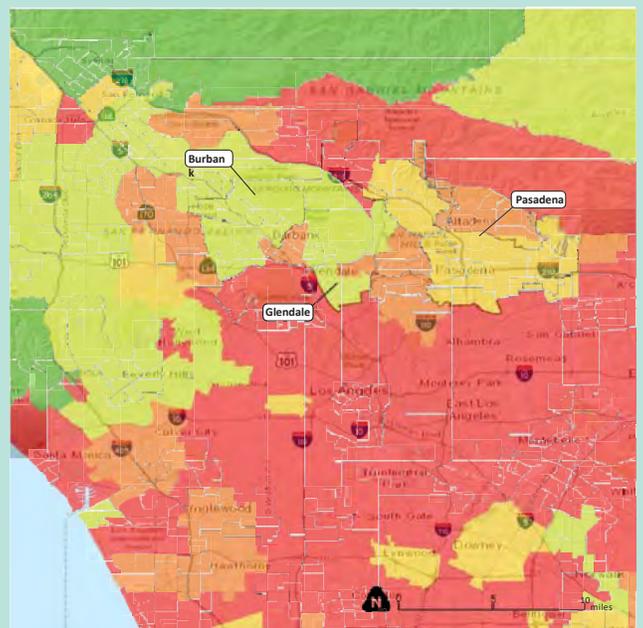
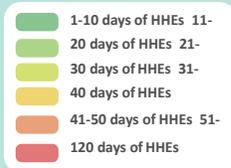


Heat Health Events in the Los Angeles Area

2070

- At this point, HHEs have become a countywide issue
- Only certain wealthy coastal regions have low impacts

Sources: California Heat Assessment Tool (CHAT), California Natural Resources Agency



Wildfires

In 2020 alone, 6,000 fires have burned millions of acres, making this year the largest wildfire season recorded in the state's modern history

Source: California Department of Forestry and Fire Protection

The Apple Fire burned through the foothills in Riverside and San Bernardino counties in August, 2020 forcing thousands to evacuate.



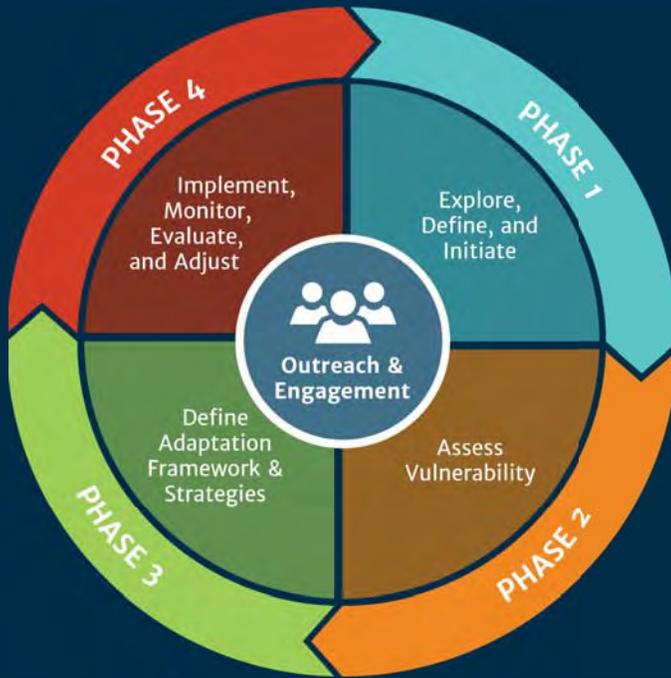
Regulatory Requirements

Senate Bill 379 – Safety Element of a General Plan and Local Hazard Mitigation Plan to address climate adaptation

Senate Bill 1035 – Safety Element regular updates to address climate change as part of Housing Element and Local Hazard Mitigation Plan updates

Senate Bill 1000 – Environmental Justice Element to be prepared when two or more elements are updated and the city or county has a disadvantaged community

Southern California Adaptation Planning Guide



Phase 1 Tools:

- Status of Vulnerability Assessments
- Decision Tree

Phase 2 Tools:

- Interactive Exposure Map

Phase 3 Tools:

- **Adaptation strategies worksheet**

Phase 4 Tools:

- Status of General Plans
- **Model policies**
- **Project checklist**
- Metrics to track progress
- **Adaptation project tracking**



Funding

Finding adequate funding to implement adaptation strategies is an ongoing challenge. As mentioned at the end of Chapter 1, the most significant source of funding is from integrating climate adaptation into existing local agency expenditures. In terms of new funding, there are state and federal grant programs currently available to support both adaptation planning and strategy implementation.

Additional funding programs are likely to emerge in coming years as more and more communities experience the impacts of climate change. Over time, communities should develop a layered funding strategy that uses local investments to leverage regional, state, and federal grants, and loans, as well as private sector investments. The variety of tools that local agencies can utilize to generate adequate funds are summarized in the table below.

Table 4.1: Local Revenue Sources for Climate Adaptation

Revenue Source	Applicability to Climate Adaptation	Revenue Potential	Ease of Authorization
Financing Districts¹			
Benefit Assessments ²	NARROW: Must provide direct benefit to assessed parcels	LIMITED: But critical to leverage funding from directly benefitting property owners	MODEST: Majority district property owner approval weighted by assessment ³
Community Facilities District Special Tax (Mello Roos)	MODEST: Wide range of facilities & services; but must benefit taxed parcels		MODEST: 2/3 district property owners ¹ , or 2/3 voter approval if more than 12 voters in district
Property Tax Increment ⁴	BROAD: Facilities (no services), environmental mitigation	LIMITED in the short run; INCREASING over time with new development	SIMPLE: Governing board approval subject to majority protest by property owners
Local/Regional Public Enterprises			
Water, Sewer & Refuse Charges	NARROW: Must support enterprise operations	MODERATE to SIGNIFICANT: Depends on climate adaptation priorities relative to other enterprise needs	SIMPLE: Governing board approval subject to majority protest by ratepayers
Sea & Airport Revenues			SIMPLE: Governing board approval

Adaptation Strategies and Actions

- Excel Spreadsheet
- Over 275 actions
- Filter by climate change hazard type (e.g., extreme heat, air quality)
- Filter by asset type (e.g., vulnerable populations, public health)
- Strategies and actions can be incorporated into Climate Adaptation Plans or as implementation programs for the General Plan

Adaptation Strategies



Key Strategies and Actions

	Wildfire	Extreme Heat Health Impacts	Sea Level Rise	Inland Flooding
Primary strategy	Preventative controlled burns	Increase tree canopy coverage	Strategically placed sea walls	Expand/reinforce levees
Other strategies	Harden structures	Expand cooling centers	Pumping stations	Natural buffers
	Rezoning	Expand health care facilities	Rezoning	Rezoning
	Firebreak walls	White roofs	Natural Buffers	
		Reduce impervious surfaces		

Model Policies for Local Coastal Programs and General Plans

Model policies organized by general plan element and climate hazard type

- Elements:
 - Environmental Justice
 - Circulation
 - Land Use
 - Safety
- Hazards:
 - Multiple hazards
 - Extreme heat
 - Air quality and human health
 - And other climate-related hazards

LAND USE ELEMENT

Extreme Heat

- **Shade for Livestock.** Amend local zoning ordinances to allow ancillary shade structures for vulnerable livestock populations. (Agriculture)
- **Green or White Roofs.** Require green or white roofs, depending upon sub-regional locations and water requirements, to reduce solar gain and heat island effects. (Buildings and Facilities)
- **Landscaping to Reduce Heat.** Develop landscaping standards and guidelines to encourage or require native-cultivar drought tolerant landscaping with enough coverage to provide shade and reduce heat absorption. (Public Health, Socioeconomics, and Equity)
- **Building Design Features.** Modify the community's zoning ordinance and/or design guidelines to allow and encourage awnings, canopies, arcades and/or colonnades that can encroach into the public sidewalk area to create shade for pedestrians. (Transportation)

Project Checklists

**TABLE 1
PROJECT SCREENING THRESHOLDS FOR CLIMATE HAZARDS (FOR PROJECT PROPONENT TO COMPLETE)**

Climate Hazard	Screening Threshold Questions <i>(If the answer to any of the following questions is "Yes", then the checklist for that hazard must be completed)</i>	Links or Sources of Information
Drought	<ul style="list-style-type: none"> Would project consume water resources in its construction or operation and if so, are the water sources supplying the project at risk from drought? Yes <input type="checkbox"/> No <input type="checkbox"/>	Urban Water Management Plan applicable to the project's location
Extreme Heat	<ul style="list-style-type: none"> Is the area where your project is located expected to experience more than 30 heat health days per year over the project lifetime? Yes <input type="checkbox"/> No <input type="checkbox"/>	Maps based on California Heat Assessment Tool (CHAT) https://www.cal-heat.org/
Inland Flooding	<ul style="list-style-type: none"> Is the project located in the 100-year or larger FEMA floodplain, otherwise known as the 1% annual chance flood? Using Cal-Adapt, will the project watershed be subject to an increase of extreme precipitation events? Yes <input type="checkbox"/> No <input type="checkbox"/>	FEMA Flood Maps https://msc.fema.gov/portal/home
Landslides	<ul style="list-style-type: none"> Is the project located in area of moderate or high susceptibility to landslide hazards? Yes <input type="checkbox"/> No <input type="checkbox"/>	USGS landslide susceptibility map https://maps.conservation.ca.gov/igcc/sls/
Sea Level Rise/Coastal Flooding	<ul style="list-style-type: none"> Is the project in a SLR vulnerability zone, or will any infrastructure or resources that the project relies upon be affected by SLR (e.g., beaches, groundwater)? Yes <input type="checkbox"/> No <input type="checkbox"/>	Use detailed local SLR maps, if available. Alternatively, use Our Coast Our Future tool http://data.pointblue.org/apps/ocof/cm/index.php?page=food-map
Wildfire	<ul style="list-style-type: none"> Is the project located in a high or very high fire hazard zone? Yes <input type="checkbox"/> No <input type="checkbox"/>	CalFIRE Maps - https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/

Template for incorporating climate change adaptation elements into local project approval process:

- Residential and commercial development
- Infrastructure projects

Two-step process:

1. Suggested screening thresholds for 6 hazards
2. Detailed checklist for each hazard

Project Checklists

Extreme Heat Checklist

Over the coming decades the SCAG region can expect longer and hotter heat waves. Average maximum temperatures are projected to increase around 4-5 degrees F by the mid-century, and 5-8 degrees F by the late-century. Extreme temperatures are also expected to increase in duration and intensity.

Exposure

1. **Historical exposure:** Has the site historically experienced extreme heat events? *(Provide supporting evidence. If yes, please describe past events or conditions: e.g., long heat spells, hot nights, etc.)*

Yes No Basis for conclusion: _____

2. **Future Conditions over Project Lifetime:**

- Extreme heat events are expected to increase in duration and/or intensity.
- Extreme heat events are not expected to increase in duration and/or intensity.
- Extreme heat events are expected to remain about the same.
- Unknown.

3. **Identify data source(s) or map(s)/modeling used for assessing past and future exposure of the asset** [check all that apply]:

- California Heat Assessment Tool (CHAT) found at <https://www.cal-heat.org>
- Cal-Adapt
- Site Specific Modeling (please provide date and source of information): _____

Sensitivity

1. **Human Health:** Using the CHAT (www.cal-heat.org), determine the Heat Vulnerability Index (HVI) for the census tract where the project is located.
Areas with HVI values over 50 are considered highly vulnerable to heat-related health impacts.

2. **Physical Asset:** Assess sensitivity to the climate hazard based on the following criteria:

- Low Sensitivity:** Climate hazard would have little or no impact on the asset's physical components or how the project functions.
- Moderate Sensitivity:** Climate hazard would have an impact on the project's physical components and/or its functionality, but the project would recover quickly once hazard subsides. The project would retain some ability to function while exposed.
- High Sensitivity:** Climate hazard would have a significant impact on the project/asset(s) physical components and/or its functionality, and the project would not recover quickly once the hazard subsides. The project would lose major functionality while exposed.

For each hazard of potential concern:

- a. Assess project's vulnerability based on exposure and sensitivity
- b. Assess potential consequences based on:
 - I. Estimated level of asset damage
 - II. Level of disruption of asset service or function
 - III. Cost to replace and/or repair and cost of losing the service/function of the asset

Project Checklists

Adaptation Assessment

Project Adaptation Measures:

From the following list of adaptation measures, identify those that the project will incorporate to increase adaptive capacity to extreme heat. For all "no" answers provide additional explanatory information, including whether the measure is not applicable to the project.

Robustness	<p>1. Would project expand and maintain the urban tree canopy? (e.g., by increasing tree cover for large parking lots) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>2. Would the project expand the use of cool roofs and reflective building materials? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>3. Would the project use alternative vegetative solutions to alleviate urban heat island: for example, green walls and green roofs where trees are not possible? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>4. Would the project expand the use of cool, porous, high-reflectivity pavement or sustainable materials in pavements? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
Resilience	<p>5. Would the project use alternatives to grid-powered air conditioners for cooling, such as propane air conditioners, fans and cold water systems? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
Adaptability	<p>6. Would the project limit or remove impervious surfaces to help combat urban heat island effects? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>7. Does the project expand access to cooling centers for vulnerable populations to use during heat health events? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
Redundancy	<p>8. Would the project have at least 2 routes for emergency vehicle access to allow for emergency services/first responders to access people at project site in the event of an emergency? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/></p>

- c. Assess project's adaptive capacity, based on the adaptation measures incorporated into its design
 - i. Suggested measures: customize to local needs
 - ii. Utilize the Strategy Matrix

Contact the project team

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Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Community
Economic & Human Development Committee (CEHD)
Regional Council (RC)
From: Grieg Asher, Program Manager,
(213) 236-1869, asher@scag.ca.gov
Subject: Sustainable Communities Program - Housing & Sustainable
Development Call for Applications

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

Recommend that the Regional Council approve the Housing and Sustainable Development Guidelines and authorize staff to release the Call for Applications.

RECOMMENDED ACTION FOR RC:

Approve the Housing and Sustainable Development Guidelines and authorize staff to release the Call for Applications.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On September 3, 2020, the Regional Council approved the 2020/2021 Sustainable Communities Program (SCP) Guidelines, which will consist of multiple Calls for Applications. Staff requests the CEHD recommend that the Regional Council approve the Housing and Sustainable Development (HSD) Guidelines and authorize staff to release the second Fiscal Year (FY) 20/21 Call for Applications for HSD Project types. HSD project types prioritize planning efforts to increase housing production and advance Connect SoCal's growth vision and policies.

Staff will promptly issue a Call for Applications for the HSD project types, subject to authorization by the Regional Council. HSD applications will be due to SCAG by 5 p.m. on January 15, 2021, and staff will conduct a workshop at least one month before this due date in order to answer questions and foster SCP program understanding. Approval of application rankings will be sought from the Regional Council in March 2021, and individual project initiation schedules will be developed promptly thereafter.

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

BACKGROUND:

For many years, SCAG has provided technical assistance and resources to local jurisdictions that support local planning, as well as implementation of the RTP/SCS. Innovative approaches to addressing and solving regional issues have been tested and implemented at local, sub-regional and regional levels. The Sustainable Communities Program (SCP), previously known as the Compass Blueprint and the Sustainability Planning Grant (SPG) program, supports the implementation of the region's Sustainable Communities Strategy (SCS). In total since its inception, the program has awarded 319 projects and more than \$43 million across the region. The 2016 SPG and 2018 SCP projects are still underway. All of these projects demonstrate progress in advancing regional priorities and provide examples of integrated transportation, land use, and active transportation planning tailored to local needs that other cities can emulate.

The SCP is a multi-year funding program supported by federal, state, and local resources. The 2020/2021 SCP program has been updated from previous funding cycles to align with the recently adopted Connect SoCal and its associated implementation plan, Connect SoCal - Aligning Implementation with Pandemic Response Report (Agenda Item 21), which includes a series of pandemic recovery priorities to be considered in local technical assistance programs. In addition, the program aims to align with SCAG's goal and commitment to meaningfully advance justice and equity per the July 2, 2020 resolution. These priorities are reflected in the following SCP program goals:

- Provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, transportation safety, sustainability, land use, and planning for affordable housing;
- Promote, address and ensure health and equity in regional land use and transportation planning and to close the gap of racial injustice and better serve our communities of color;
- Encourage regional planning strategies to reduce motorized Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, particularly in environmental justice communities with the highest need for air quality improvements;
- Develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal and the Sustainable Communities Strategy;
- Develop resources that support the Key Connections as outlined in Connect SoCal, including Shared Mobility and Mobility as a Service, Smart Cities and Job Centers, Accelerated Electrification, Go Zones, and Housing Supportive Infrastructure;
- Support a resilient region that looks to climate adaptation and public health preparedness as key strategies to address community prosperity, safety and economic recovery and sustainability; and
- Increase the region's competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

The SCP also seeks to advance Connect SoCal’s “Core Vision,” which centers maintaining and better managing Southern California’s transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Core Vision includes policies and investments that support sustainable development; system preservation and resilience; demand management strategies and intelligent transportation systems; a regional transit backbone; complete streets; and goods movement.

The Program supports projects in multiple funding categories, including: Active Transportation & Safety; Housing and Sustainable Development; Smart Cities, Mobility Innovation, and Transportation Demand Management, and Green Region. Each project category is to include additional goals.

The HSD Call for Applications has the following specific goals:

- To encourage development and preservation of diverse housing types in areas that are supported by multiple transportation options;
- To create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- To reduce greenhouse gas emissions and improve air quality;
- To support healthy and equitable communities;
- To complement and increase competitiveness for state funding programs, including by increasing the number of cities with “pro-housing local policies” focusing on location efficient development and access to opportunity to receive preference in designated state programs;
- To employ strategies to mitigate negative community impacts associated with gentrification and displacement and achieve equitable outcomes.

Staff has sharpened the program focus to include in three (3) specific HSD project types, each to have a unique application. These program modifications aim to maximize resources toward meeting GHG reduction targets and expedite the procurement process. HSD project types are outlined below and are designed to complement the resources available through the Regional Early Action Program (REAP)/Local Early Action Program (LEAP).

Housing and Sustainable Development Project Types:

1. *Advancing Accessory Dwelling Unit (ADU) Implementation:* The intent of this project type is to provide planning assistance to help jurisdictions develop implementation policies and programs, including affordable rental ADU programs and ordinances, required for housing elements updated for consistency with State law.

2. *Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts:* The intent of this project type is to provide planning assistance to help jurisdictions implement and adopt Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts that support housing production.
3. *Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation:* The intent of this project type is to provide planning assistance to help jurisdictions revise and adopt Objective Development Standards, implement prohousing policies and programs, revise and adopt housing supportive parking policies and programs.

Incorporated cities and unincorporated counties within the SCAG region are eligible to apply for HSD resources.

Next Steps:

Staff will present the HSD guidelines to the Community, Economic, and Human Development (CEHD) Committee at their November 5, 2020, meeting. The CEHD will be asked to recommend that the Regional Council approve the HSD Guidelines and authorize staff to release the second FY 20/21 Call for Applications for HSD Project types. Any significant comments from the CEHD will be reported to the Regional Council. Pending Regional Council approval, the anticipated schedule can be found below:

SCP-Housing and Sustainable Development Milestone	Date
Call for Applications Opens	November 9, 2020
Application Workshops	December 2, 2020
SCAG SCP Call for Applications Deadline	January 15, 2021
Proposal Review and Scoring	January 2021 – February 2021
SCAG Regional Council Approval of the 2020 SCP – HSD Application Rankings	March 4, 2021
Projects Begin	Fiscal Year 2021-2022

FISCAL IMPACT:

Staff’s work budget for the SCP is included in the FY 2020-2021 Overall Work Program (OWP) under projects: 275-4881.01 Sustainable Communities Program (SCP) Call for Applications (FY20 SB1 Formula); and 300.4872.04 Regional Early Action Planning (REAP) Grants Program (SCS Integration).

ATTACHMENT(S):

1. Program Guidelines - Housing and Sustainable Development
2. PowerPoint Presentation - 2020 Sustainable Communities Program Housing and Sustainable Development Guidelines & Call for Applications

2020/21 Sustainable Communities Program (SCP) Program Guidelines: Housing and Sustainable Development Call for Applications

SCP Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD). Since 2005, SCAG’s various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants, Sustainable Communities Program) have provided resources and direct technical assistance to jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which today is called [Connect SoCal](#).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, housing production, safety, smart cities, mobility innovation, transportation demand management, green region initiatives and sustainability. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of Connect SoCal and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in Connect SoCal to align project applications with regional planning priorities and concepts.

The SCP provides 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. SCAG will release Calls for Applications throughout Fiscal Year '21 to select projects within different program areas and funding categories. SCAG may bundle similar projects together in a common contract.

SCP Goals

The SCP aims to:

- Provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, sustainability, land use, and planning for affordable housing;
- Promote, address and ensure health and equity in regional land use and transportation planning and to close the gap of racial injustice and better serve our communities of color;
- Encourage regional planning strategies to reduce motorized Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, particularly in environmental justice communities where there is the highest need for air quality improvements;
- Develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal and the Sustainable Communities Strategy;
- Develop resources that support the Key Connections as outlined in Connect SoCal, including Shared Mobility and Mobility as a Service, Smart Cities and Job Centers, Accelerated Electrification, Go Zones, and Housing Supportive Infrastructure;
- Support a resilient region that looks to climate adaptation and public health preparedness as key strategies to address community prosperity, safety and economic recovery and sustainability;

- Increase the region’s competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

Moreover, the SCP seeks to advance Connect SoCal’s “Core Vision,” which prioritizes maintaining and better managing Southern California’s transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Core Vision includes policies and investments that support sustainable development; system preservation and resilience; demand management strategies and intelligent transportation systems; a regional transit backbone; complete streets; and goods movement.

On July 2, 2020, the SCAG Regional Council adopted a resolution reaffirming the agency's commitment to working toward a fair and just society and toward systemic change to eliminate all barriers that reduce opportunity and undermine Southern California’s shared values and ability to thrive. SCAG affirmed its commitment to meaningfully advance justice and equity; and SCAG declared its intent to strengthen the way it engages and convenes to protect and expand community voice and power, and 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. The SCP aims to prioritize resources where there is a demonstrated need, guided by the Connect SoCal Goal, “to support healthy and equitable communities.” SCAG is committed to advancing equity through addressing systemic disparities in the SCAG region, and to center communities most impacted by economic, social, and environmental injustices towards the goal of creating healthy and equitable communities.

Housing and Sustainable Development (HSD) Guidelines

Housing and Sustainable Development (Overview)

The Sustainable Communities Program HSD Program will provide beneficial resources to cities and counties for housing production planning implementing the Regional Housing Need Allocation (RHNA) and to further implementation of the Sustainable Communities Strategy [\(SCS\)](#).

Housing Goals and Purpose

The Connect SoCal HSD Program aspires to increase and accelerate housing production for all household types at all [income levels](#) in Southern California. In addition, the program aims to integrate and align housing goals with the region’s adopted SCS.

Connect SoCal’s “**Core Vision**,” which is wholly integrated within the SCS, prioritizes maintaining and better managing the transportation network, while expanding mobility choices by locating housing, jobs and transit closer together.

All applicants are encouraged to review and align proposals with the recommended strategies, which can be found in the [Sustainable Communities Strategy \(SCS\) Technical Report](#).

By directing resources toward projects that implement Connect SoCal, SCAG aims to achieve the following goals:

- To encourage development and preservation of diverse housing types in areas that are supported by multiple transportation options;

- To create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- To reduce greenhouse gas emissions and improve air quality;
- To support healthy and equitable communities;
- To complement and increase competitiveness for state funding programs, including by increasing the number of cities with “pro-housing local policies” focusing on location efficient development and access to opportunity to receive preference in designated state programs;
- To employ strategies to mitigate negative community impacts associated with gentrification and displacement and achieve equitable outcomes.

Housing and Sustainable Development Project Types

The HSD Call for Applications will prioritize planning projects which aspire to integrate and align Southern California’s housing production, preservation and protection opportunities with Connect SoCal - the region’s adopted SCS. Applicants are encouraged to review strategies included within Connect SoCal – specifically, the SCS Technical Report, to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, prioritize practical context-based need, utilize innovative or creative planning practices, and result in planning products or programs that are clearly tied to accelerating housing production, community need and implementation, and can serve as “best practices” for jurisdictions in the region. Conducting collaborative public participation efforts to involve communities or entities representing diverse lower-income households is required.

Applications for planning resources may be submitted for one of three project types:

1. [Advancing Accessory Dwelling Unit \(ADU\) Implementation](#)
2. [Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts](#)
3. [Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation](#)

These project types are discussed in depth below. Required project components include (but are not limited to) how a planning project will result in the production of more housing, affordable housing, and streamlined entitlements; reduce GHG emissions and/or VMT; and benefit low-income and/or disadvantaged communities. Projects must have a strong nexus with the primary goals of increasing housing production, as well as advance one or more previously described program goals. Please quantify desired results and outcomes where possible.

Note: SCAG encourages applicants to assess jurisdictional priorities and apply for only one project type, however jurisdictions are allowed to submit more than one application. SCAG staff is available to support applicants in determining the most appropriate category for their project(s).

Scoring Rubric & Criteria

The overall application scoring rubric for each project type will be the same. Each application includes 3 main scoring criteria – 1) Project Need, 2) Scope of Work and Project Outcomes and 3) Partnerships and Community Engagement. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question also vary by category and project type and are noted in each application. Further clarification regarding how points are awarded are provided in the project application forms.

Scoring Criteria		
Topic 1	Project Need	55 Points
Topic 2	Scope of Work and Project Outcomes	30 Points
Topic 3	Partnerships and Community Engagement	15 Points

Funding

The HSD program will draw resources primarily from AB101 (2019) funding, specifically the Regional Early Action Planning (REAP) grant funds, per guidelines established by SCAG (September 2020) and the Notice of Funding Availability (NOFA) established by the California Department of Housing and Community Development (HCD) published on February 27, 2020. It is estimated that \$15 million will be available for projects funded through SCAG's multiple SCP funding opportunities, with selected HSD Program projects to receive a portion of this funding. Additional state and federal resources may be used to supplement specific projects depending on availability.

The Sustainable Communities Program will not provide direct grant funding to applicants for HSD assistance, but will instead provide a combination of consultant services, SCAG staff resources, and direct technical assistance to complete planning projects in close collaboration with cities and counties. SCAG will work with the awarded agency to complete necessary procurement and contracting. SCAG staff will serve as the administrative project manager, manage the contract and pay for all costs incurred. SCAG may bundle similar projects together in a common contract.

Period of Performance and Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within sixty days of project award announcements, and will be based on project complexity, funding source, and agency capacity. Once the project schedule has been established, extensions will be considered only under extraordinary circumstances, on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency or local jurisdiction has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned. Program completion is based on statutory provisions and SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Schedule

The following schedule outlines important dates for the HSD Call for Applications.

SCP-Housing and Sustainable Development Milestones	Date
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Call for Applications Opens	November 9, 2020
Application Workshop	December 2, 2020
Call for Applications Submission Deadline	January 15, 2021 (5:00 p.m.)
Regional Council Recommendation	March 4, 2021
Final Work and Invoices Submitted	June 30, 2023

Contact Information

Questions regarding the SCP application or application process should be directed to:

Hannah Brunelle
Associate Regional Planner
Telephone: 213-236-1907
Email: brunelle@scag.ca.gov

Submittal Information

Applications are due Friday, January 15, 2021 by 5:00 p.m. using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to the contact person listed above. Applications should include all supporting documents in a single PDF file. Applications should include all supporting documents in the online application. Applicants are not required to demonstrate that a governing body has taken official action in order to apply, but a supporting resolution from the governing body or a letter of intent in support of the project from the appropriate executive officer will be required prior to project initiation. Files should be labeled in the following format:

Phase Category_City Name_Application Category_Project Name

For example:

Housing_Plannersville_ADUPoliciesandOrdinances_CitywideADUOrdinance

Regional Distribution

Efforts will be made so that HSD projects are awarded in each county within the SCAG region.

Eligible Applicants

Incorporated cities and unincorporated counties within the SCAG region are eligible to apply for HSD resources

Prioritizing Community Engagement Across Project Types

Community engagement is essential in developing any HSD project. SCAG encourages each applicant to engage local communities and community-based organizations during the project, to help achieve equitable outcomes and affirmatively further fair housing (AFFH). Pursuant to [State law](#), AFFH means “taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.”

Project Type: Advancing Affordable Accessory Dwelling Units (ADU) Implementation

The intent of this project type is to provide planning assistance to help jurisdictions develop implementation policies and programs, focused on affordable rental ADU programs and ordinances, required for housing element programs updated for consistency with State law. The most competitive applications will advance multiple planning goals; prioritize practical context-based need; utilize innovative or creative planning practices; result in planning products or programs that are clearly tied to accelerating housing production, community need and implementation; and can serve as “best practices” for cities in the region.

ADUs have the potential to be an innovative, affordable, effective option for adding much-needed housing in California. HCD is the state’s recognized expert on local [ADU ordinances](#), which have grown exponentially in number as more cities, counties, and homeowners become interested in ADUs as one solution to increasing the supply of affordable housing.

ADUs can be designed and supported as more affordable housing because they do not require paying for land, major new infrastructure, parking, or elevators. ADUs can provide a source of income for homeowners and can allow extended families to be near one another. ADUs can provide as much living space as many newly-built apartments and condominiums, and they are well suited for a variety of living situations. ADUs offer homeowners the flexibility to share independent living areas with household members and others and are an option to allow seniors to age in place.

Moreover, as jurisdictions prepare site inventories for the 6th Housing Element Update Cycle, site capacity must be designated for residential development, including ADUs, to meet Regional Housing Needs Allocations (RHNA) for each designated income level. Many local governments have updated their ADU ordinances for consistency with recent amendments to State law, but still need programs to incentivize development of affordable ADUs.

SCAG has already conducted an analysis in order to provide local governments in the region with assumptions for ADU affordability that can be used to assign ADUs to income categories for the purpose of 6th Housing Element Update Cycle. Since HCD [has determined](#) SCAG’s Regional ADU Affordability Analysis meets statutory requirements, SCAG’s ADU project type may therefore be used to address additional housing element requirements such as ADU development trends, resources and incentives, and policies and programs. There is need for development of financing programs to support ADUs affordable to lower income households, described, for example in this [University of California – Berkeley report](#). Applicants who wish to apply for this program are strongly encouraged to attend an application workshop and/or reach out to SCAG staff for more information.

Advancing Affordable ADUs Implementation - Scoring Criteria	
Focus Area 1: Project Need	55 Points
Nexus to increased ADU production through updated policies, ordinances and programs	30
SCS Implementation	15
Disadvantaged Community Need	10
Focus Area 2: Scope of Work and Project Outcomes	30 Points
Estimated housing production potential	15
SCS Implementation	10
Supporting AFFH policies	5
Focus Area 3: Partnerships and Engagement	15 Points
Partnerships	5
Inclusive Diverse and Equitable Community Engagement	10

Project Type: [Housing Sustainability Districts](#), [Workforce Housing Opportunity Zones](#), and [Housing Supportive Tax Increment Financing Districts](#)

The intent of this project type is to provide planning assistance to help jurisdictions implement and adopt Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts that support housing production. The most competitive applications will advance multiple planning goals; prioritize practical context-based need; utilize innovative or creative planning practices; planning products or districts that are clearly tied to accelerating housing production, community need and implementation; and can serve as “best practices” for cities in the region.

The [2017 Legislative Housing Package](#) provided a renewed focus on California’s housing crisis. The housing package offered an injection of new regulatory and financial resources, and with it, an opportunity to innovate in the way housing is delivered throughout the state of California. Examples of eligible plans include but are not limited to the following:

Housing Sustainability Districts (AB 73): Planning assistance to help jurisdictions implement AB 73, through the use of incentives to local governments to create housing on infill sites near public transportation, including fair housing analysis, identifying potential areas for affordable housing, and developing equity-based housing policies and programs. Certain CEQA streamlining and ministerial approval options may also become available in a Housing Sustainability District.

Workforce Housing Opportunity Zones (SB 540): Planning assistance to help jurisdictions implement SB 540, through the use of streamlining the housing approval process by having cities identify Workforce Housing Opportunity Zones and completing up-front planning focused on employment and affordable housing in areas close to jobs, transit, and result in reduced VMT.

Housing Supportive Tax Increment Financing Districts: Planning assistance to help jurisdictions implement tax increment financing districts that will result in accelerating housing production, through the development of infrastructure improvements to support infill housing and transit-oriented mixed-use development, such as:

Enhanced Infrastructure Financing Districts (EIFDs) (SB 628). EIFDs are authorized to utilize tax increment financing to fund infrastructure improvements, maintenance, and related projects. EIFDs do not increase property taxes. Jurisdictions designate a district for investment through a public financing authority. There is no mandatory affordable housing set-aside for this type of tax increment financing district.

Community Revitalization and Investment Authorities (CRIAs) (AB 2). CRIAs are funded through tax increment financing and increase funding for and production of affordable housing in disadvantaged communities. To qualify, a city/county must meet the criteria for disadvantaged communities or meet other socioeconomic conditions. CRIAs have an affordable housing set aside of 25%.

Neighborhood Infill Finance and Transit Improvements (NIFTIs) (AB 1568). The NIFTI Act permits cities/counties to allow EIFDs to funnel sales and use tax revenues toward affordable housing and supportive transit infrastructure projects. The law outlines the requirements for the ordinance that must be established to create a NIFTI. NIFTIs have a 20% affordable housing requirement.

Affordable Housing Authorities (AHAs) (AB 1598). As public financing entities, AHAs use property or sales tax increment to provide bonds for affordable housing and workforce housing production. AHAs are funded by an affordable housing fund that is financed by property tax increment revenues. AHAs have a 95% affordable housing requirement.

Infrastructure and Financing Revitalization Districts (IFRDs) (AB 229). IFRDs finance housing development and other development projects of communitywide significance in current and former redevelopment project areas using funds from the Redevelopment Property Tax Trust Fund. Districts that develop housing are required to set aside a minimum of 20% affordable housing.

Applicants who wish to apply for this program are strongly encouraged to attend an Application Workshop and/or reach out to SCAG staff for more information.

Housing Sustainability Districts (AB73), Workforce Housing Opportunity Zones (SB540) and Housing Supportive Tax Increment Financing Districts - Scoring Criteria	
Focus Area 1: Project Need	55 Points
Nexus with increased housing production	30
VMT reduction	15
Disadvantaged community need	10
Focus Area 2: Scope of Work and Project Outcomes	30 Points
Estimate housing production potential	15
VMT reduction	10
Supporting AFFH policies	5

Focus Area 3: Partnerships and Engagement	15 Points
Partnerships	5
Inclusive Diverse and Equitable Community Engagement	10

Project Type: Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation

The intent of this project type is to provide planning assistance to help jurisdictions revise and adopt Objective Development Standards, implement prohousing policies and programs, revise and adopt housing supportive parking policies and programs. The most competitive applications will advance multiple planning goals; prioritize practical context-based need; utilize innovative or creative planning practices; result in planning products, policies or programs that are clearly tied to accelerating housing production, community need and implementation; and can serve as “best practices” for cities in the region.

Speeding up approvals and permit processing, including instituting programs that streamline or consolidate the review process, can expedite the production of housing in a community, and can incentivize infill development and affordable housing. Moreover, reducing parking, implementing parking pricing programs, and other parking innovations can also significantly reduce the cost of producing new housing.

Developing Objective Development Standards or pre-approved site and architectural plans can facilitate non-discretionary permitting and streamline the housing approval process. In 2017, [SB 35](#) provided for a streamlined, ministerial approval process for multi-unit residential development in localities that have not met their RHNA targets for any given year. These standards involve “no personal or subjective judgement by any local official and are uniformly verifiable by reference to an external and uniform benchmark, or criterion available and knowable by both the development applicant or proponent and the public official.” Objective development standards can facilitate compliance with the Housing Accountability Act; see HCD Memorandum: [Housing Accountability Act Technical Assistance Advisory](#) (PDF) (AB 678, AB 1515, AB 3194, SB 330).

To facilitate process streamlining, HCD is implementing a new Prohousing Program to incentivize cities to reduce housing costs by speeding up the process of housing entitlements. HCD has a [living document](#) that provides insight on best practices that support Prohousing communities [HCD’s pending Prohousing Guidelines should be available prior to the deadline for completing applications].

Eligible proposals include but are not limited to the following:

Streamlining permit processing. Planning assistance to help jurisdictions implement streamlining the housing approval process by having cities revise and adopt ordinances, policies, fee reductions and programs that focus on accelerating housing production.

Prohousing Designation. Planning assistance to help jurisdictions attain an HCD Prohousing designation, by implementing streamlined & objective development standards, and/or reducing

development impact fees, to reduce housing costs for infill development and by encouraging by-right housing.

Parking Innovation. Planning assistance to help jurisdictions implement innovative parking strategies such as reducing or eliminating parking minimums, implementing parking pricing programs, and other parking policies that significantly reduce the cost of producing new housing.

Applicants who wish to apply for this program are strongly encouraged to attend an Application Workshop and/or reach out to SCAG staff for more information.

Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation - Scoring Criteria	
Focus Area 1: Project Need	55 Points
Nexus to increased housing production through objective development standards for streamlined housing, achieving a Prohousing designation, or parking innovation	30
SCS Implementation	15
Disadvantaged Community Need	10
Focus Area 2: Scope of Work and Project Outcomes	30 Points
Estimate housing production potential	15
SCS Implementation	10
Supporting AFFH policies	5
Focus Area 3: Partnerships and Engagement	15 Points
Partnerships	5
Inclusive Diverse and Equitable Community Engagement	10

Match Requirements

There are no local match requirements for HSD planning projects.

Application Process

Eligible applicants are encouraged to apply to the SCP by completing an application specific to one of the three Project Types described above that prioritizes jurisdictional goals. While one application is recommended, jurisdictions may submit multiple project applications. Please contact SCAG staff if support is needed in identifying the proper application category. An application workshop will be scheduled on December 2, 2020 to address any questions related to the application process. For more information and details on the workshop, please see the [SCAG SCP website](#). **Applicants must complete and submit their application by 5:00 p.m. on January 15, 2021.**

Evaluation Process

An evaluation team specific towards each project type will review the applications. Each evaluation team will be made up of internal and external representatives, related to the specific categories.

Recommendations will be made to the Regional Council in March 2021. Following project award announcements, unsuccessful applicants are encouraged to talk with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.

2020 Sustainable Communities Program

Housing and Sustainable Development Guidelines & Call for Applications

Julia Lippe-Klein
Program Manager
Planning Strategy
November 5, 2020

Lyle Janicek
Associate Regional Planner
Sustainability



Regional Early Action Planning (REAP) Program



Partnerships and Outreach

- Sub-Regional Partnership Program
- Call for Collaboration
- Education
 - Local leadership academy
 - Other outreach
- Stakeholder engagement

Regional Policy Solutions

- Regional Action Plan with SCS Integration
- Policy Analyses and white papers
- Data-based tools and resources for local housing programs

SCS Integration

- Sustainable Communities Program
- TOD analysis with transportation agencies
- Priority growth area capacity analysis

Sustainable Communities Program (SCP)



2020 Sustainable Communities Program (SCP): Program Goals



Provide Needed Planning Resources

Support Connect SoCal's Key Connections

Promote & Address Health & Equity

Support a Resilient Region

Reduce VMT & GHG Emissions

Support the Region's Competitiveness for Federal & State Funds

Support the Implementation of Key Strategies and Goals of Connect SoCal's SCS

2020 Sustainable Communities Program (SCP)



- Supports implementation of 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*
- Provides **multiple opportunities** to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies considering COVID-19, and support regional goals



2020 Sustainable Communities Program (SCP): Housing and Sustainable Development Project Types



Project Type 1:
Advancing Accessory Dwelling Unit (ADU)
Implementation

Project Type 2:
Housing Sustainability Districts, Workforce Housing
Opportunity Zones, and Housing Supportive Tax
Increment Financing Districts

Project Type 3:
Objective Development Standards for Streamlined
Housing, Prohousing Designation Program and
Parking Innovation

Housing and Sustainable Development



Housing and Sustainable Development: Schedule	
Call for Applications Opens	November 9, 2020
Application Workshop	December 2, 2020
Application Deadline	January 15, 2021
Regional Council Approval of 2020 SCP Projects	March 4, 2021
Projects Begin	2021-2022
Final Work and Invoices Submitted	June 30, 2023

CEHD/RC Recommended Action



Staff requests the CEHD recommend that the Regional Council approve the Housing and Sustainable Development (HSD) Guidelines and authorize staff to release the second FY 20/21 Call for Applications for HSD Project types.

Questions?

Julia Lippe-Klein

Lippe-klein@scag.ca.gov

(213) 236-1856

Lyle Janicek

janicek@scag.ca.gov

(213) 236-1966





Southern California Association of Governments
Remote Participation Only
November 5, 2020

NO. 625
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, OCTOBER 1, 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. 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. Larry McCallon
Hon. Deborah Robertson
Hon. Ray Marquez

Long Beach
Eastvale

Big Bear Lake

El Centro
Palm Desert
Beaumont
Temecula
Highland
Rialto
Chino Hills

District 29
District 4
RCTC
District 11
Imperial County
Orange County
Riverside County
San Bernardino County
Ventura County
SBCTA
TCA
VCTC
Air District Representative
District 1
District 2
District 3
District 5
District 7
District 8
District 10

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

Members Present - continued

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. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
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. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. 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. David Ryu	<i>Los Angeles</i>	District 51
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63



Members Present - continued

Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Hector Pacheco	<i>San Fernando</i>	District 67
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Marisela Magana	<i>Perris</i>	District 69
Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member

Members Not Present

Supervisor Kathryn Barger		Los Angeles County
Supervisor Hilda Solis		Los Angeles County
Hon. James Predmore		ICTC
Hon. Miguel Pulido		OCTA
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. Jeannine Pearce	<i>Long Beach</i>	District 30
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. 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. Lyn Semeta	<i>Huntington Beach</i>	District 64
Hon. Rita Ramirez	<i>Victorville</i>	District 65
Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large

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 Loats, 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 1:02 p.m. A quorum was confirmed. President Richardson asked Regional Councilmember Margaret Finlay, Duarte, District 35, to lead the Pledge of Allegiance.

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 public comments received by email. Mr. Duran recognized speakers to provide verbal public comment.

Haig Kartounian, Southern California Edison, commented on the Charge Ready 2 program, recently approved by the California Public Utilities Commission. He stated that Charge Ready 2 will serve to expand infrastructure for electric vehicle (EV) chargers, deploying approximately 38,000 EV chargers over the next four years. In closing, he noted that efforts will be focused on disadvantaged communities and multi-family dwellings, supporting air quality and climate benefits.

Brian Sheridan, Coalition for Clean Air, commented on California Clean Air Day, scheduled for October 7, 2020, and SCAG's recognition of the occasion. He spoke about the importance of championing air quality, considering the ongoing fire season.

Mr. Duran confirmed that there were no other public comment speakers. President Richardson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION/DISCUSSION ITEMS

1. Resolution No. 20-625-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to support the Active Transportation Safety and Encouragement Campaign

President Richardson introduced Erika Bustamante, Acting Chief Financial Officer, to provide a report. Ms. Bustamante explained that SCAG applied to the Office of Traffic Safety (OTS) for pedestrian and bicycle safety funds to support the Go Human campaign. SCAG was awarded the funds and the resolution would authorize SCAG to conduct a fifth round of safety outreach and programming throughout the region.

A MOTION was made (Robertson) to approve Resolution No. 20-625-1 authorizing SCAG to accept Office of Traffic Safety grant funds to support the Go Human Campaign. Motion was SECONDED (Jahn). The motion passed by the following roll call votes:

FOR: ASHTON, BACERRA, BAILEY, BEAMAN JACINTO, BENOIT, BOYLES, BROWN, BUCKNUM, BUSCAINO, CARROLL, CURTIS, DE RUSE, DEVINE, FINLAY, GAZELEY, GROSE, HADJINIAN, HAGMAN, HAMADA, HARNIK, HENDERSON, HOFBAUER, HOLMGREN, HUANG, JAHN, JUDGE, KELLY, LORIMORE, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MINAGAR*, NGUYEN, O'NEIL, PACHECO, PARKS, PLANCARTE, POLLOCK, PUCKETT, C. RAMIREZ, RICHARDSON, ROBERTSON, RYU, SAHLI-WELLS, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SIMONOFF, SOLACHE, SPIEGEL, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (57)

AGAINST: NONE (0)

ABSTAIN: NONE (0)

While the voting results were being reviewed, Regional Councilmember Fred Minagar, Laguna Niguel, District 12, informed SCAG staff that he was experiencing technical difficulties and intended to vote "For" the motion for Agenda Item No. 1. The vote for Regional Councilmember Minagar* is annotated above.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting - September 3, 2020
 3. Approval for Additional Stipend Payments
 4. 2021 Meeting Schedule of Regional Council and Policy Committees
-

-
5. SCAG Partnership with the MSRC for the Last Mile Freight Program
 6. Contracts \$200,000 or Greater: Contact No. 20-057-C01, Electric Vehicle Charging Station Study
 7. Contract Amendment that Exceeds 30% of the Contract's Original Value: Contract No. 18-002-SS1, PC Law Group, Amendment No. 5
 8. Contract Amendment that Exceeds \$75,000: Contract No. 19-001-C01, Southern California Regional Climate Adaptation Framework, Amendment No. 3

Receive and File

9. Updates on Regional Data Platform (RDP)
10. October 2020 State and Federal Legislative Update
11. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
12. CFO Monthly Report

Regional Councilmember Peggy Huang, TCA, asked for a correction to Agenda Item No. 2, Minutes of the Meeting - September 3, 2020, to reflect President Richardson's comments regarding the RHNA Litigation Subcommittee. At the September 3, 2020 meeting, President Richardson committed to working with SCAG staff and Regional Councilmember Huang to call a meeting of the RHNA Litigation Subcommittee prior to December. President Richardson asked staff to reflect these comments in the minutes. President Richardson then shared a brief update of the status RHNA Litigation Subcommittee and its convening.

Regional Councilmember Sean Ashton, Downey, District 25, asked to discuss Agenda Item No. 4, 2021 Meeting Schedule of Regional Council and Policy Committees. He asked about the "dark month" vacation period and proposed that the dark month be moved from August to July, aligning with the Fourth of July holiday.

Chief Operating Officer Darin Chidsey provided background information on SCAG's meeting schedule and the tradition of a dark month in August. He stated that it is up to the Regional Council to determine the dark month.

President Richardson directed staff to reevaluate the 2021 Meeting Schedule of Regional Council and Policy Committees and return the item to the Regional Council.

Board Counsel Ruben Duran stated that at the Executive/Administration Committee (EAC) meeting on September 30, 2020 there was discussion about meeting dates and times of the EAC. Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, elaborated that the discussion was over holding the EAC meeting the day before Regional Council meetings.

Supervisor Karen Spiegel, Riverside County, reiterated Regional Councilmember Ashton's comment, and she noted that she has noticed lower attendance during the July meeting.

Regional Councilmember Meghan Sahli-Wells, Culver City, District 41, commented that some Regional Councilmembers are also members of the Clean Power Alliance, which begins its meetings at 2:00pm on Regional Council meeting day, and this may cause a conflict depending on the Regional Council meeting start time.

President Richardson recapitulated that staff should consider the dark month, the EAC meeting date and the Regional Council meeting start time in their reevaluation of 2021 Meeting Schedule of Regional Council and Policy Committees and return to the Board for further direction at the next regular meeting.

A MOTION was made (Jahn) to approve the Consent Calendar, Item Nos. 2-3; 5-12, and to continue Item No. 4 to the next meeting. Motion was SECONDED (Huang). The motion passed by the following roll call votes:

FOR: ASHTON, BACERRA, BAILEY, BEAMAN JACINTO, BENOIT, BOYLES, BROWN, BUCKNUM, BUSCAINO, CARROLL, CURTIS, DE RUSE, DEVINE, FINLAY, GAZELEY, GROSE, HADJINIAN, HAGMAN, HAMADA, HARNIK, HENDERSON, HOFBAUER, HOLMGREN, HUANG, JAHN, JUDGE, KELLY, LORIMORE, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MINAGAR, NGUYEN, O'NEIL, PACHECO, PARKS, PLANCARTE, POLLOCK, PUCKETT, C. RAMIREZ, RICHARDSON, ROBERTSON, RYU, SAHLI-WELLS, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SIMONOFF, SOLACHE, SPIEGEL, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (57)

AGAINST: NONE (0)

ABSTAIN: MINAGAR (Abstained from Agenda Item No. 2 only)

BUSINESS REPORT

Mr. Randall Lewis, Business Representative, provided a business report outlining updates, trends and thoughts for action. He stated that the for-sale housing market is very strong, due to low interest rates under three percent. There is particular growth in the suburbs. He noted high lumber prices, affecting home builders and projects. The rental market is strong for apartments, but there is beginning to be pain on the property owners in paying mortgages. Retail tenants continue seeing mixed results, with groceries and home improvements stores performing very well but movie theaters and gyms performing very poorly. The industrial market was red hot and there was a great demand for distribution centers.

Mr. Lewis explained changes in housing design demand, with a shift towards larger houses in consideration of continued work-from-home and a trend of more detached units. Townhome and single-family rentals were also in high demand. In terms of employment, Mr. Lewis predicted further layoffs, noting recent layoffs by airlines. Robotics and artificial intelligence may also impact jobs in years to come. He spoke about a K-shaped economic recovery, with disproportionate impact on lower-income jobs. He noted movement for companies and employees to lower-cost areas due to “tele-everything,” adding to the importance of constructing housing in the SCAG region. In closing, Mr. Lewis commented on the benefit of collaborating with the business community, and he acknowledged SCAG staff’s work with the business community over past months.

Regional Councilmember Margaret Finlay, Duarte, District 35, asked Mr. Lewis if cost of housing is the cause of movement being seen. Mr. Lewis elaborated that housing, talent and lifestyle are considered in moves, and he noted that companies also consider price of electricity and labor when moving. Regional Councilmember Finlay asked about Proposition 22 and how this affects rideshare companies. President Richardson noted that the Regional Council has not taken a position on the proposition.

PRESIDENT’S REPORT

President Rex Richardson discussed the RHNA Subcommittee and stated that, based on the Regional Council’s request on May 7th, 2020, he is not re-appointing ex-officio (non-voting) members. He appointed the following members to the RHNA Appeals Board: representing Imperial County, Hon. Jim Predmore and Hon. Bill Hodge; representing Los Angeles County, Hon. Margaret Finlay and Hon. Rex Richardson; representing Orange County, Hon. Wendy Bucknum and Hon. Peggy Huang; representing Riverside County, Hon. Russell Betts and Hon. Rey Santos; representing San Bernardino County, Hon. Jim Mulvihill and Hon. Deborah Robertson; and representing Ventura County, Hon. Carmen Ramirez and Hon. Mike Judge.

President Richardson announced the appointments of the following members to the Special Committee on Equity and Social Justice: Robert Apodaca, California Community Builders; Hon. Megan Beaman-Jacinto, City of Coachella; Castulo de la Rocha, AltaMed; Efrain Escobedo, California

Community Foundation; Hon. Margaret Finlay, City of Duarte; David Forgues, California State University, Fullerton; Douglas Haynes, University of California, Irvine; Hon. Mark Henderson, City of Gardena; Hon. Jan Harnik, City of Palm Desert; Randal Hernandez, Verizon; Hon. Peggy Huang, City of Yorba Linda; Hon. Jed Leano, City of Claremont; Andrew Masiel, Pechanga Band of Luiseno Mission Indians; Linda Nguyen, Wells Fargo; Thomas Parham, California State University Dominguez Hills; Hon. Carmen Ramirez, City of Oxnard; Hon. Rex Richardson, City of Long Beach; Tunua Thrash-Ntuk, Local Initiatives Support Coalition; Sup. Luis Plancarte, Imperial County; Denita Willoughby, Southern California Gas Company; and Micah Weinberg, California Forward.

President Richardson then provided an update on the first meeting of the Special Committee on Equity and Social Justice, which was held on September 24, 2020. He reminded members that the Regional Council adopted a resolution that acknowledges systemic racism as a human rights and public health crisis and commits SCAG to taking action toward becoming a more equitable and just region. President Richardson stated that the first meeting was joined by an active and diverse group of leaders from various industries, including nonprofits, businesses, healthcare, labor, education and members of the Regional Council representing every county in the SCAG region. The Special Committee will help inform SCAG's response toward the advancement of social justice and advise the Regional Council on policies and practices related to ending racial and social disparities internal to the agency, strengthening engagement to protect and expand community voices and working in partnership with others to better serve our communities of color through planning efforts. He commented that the Special Committee received a presentation from Charles T. Brown, the Founder/Managing Principal at Equitable Cities regarding "Arrested Mobility," which poignantly identifies the specific mobility barriers that Black and Indigenous People of Color experience. He stated the next meeting was scheduled for November.

President Richardson continued by reviewing Virtual County Tours held during the months of August and September. A session was conducted for each county in the SCAG Region as a response to the first phase of his workplan, "A Framework for Recovering and Reimagining a Resilient Region." The Virtual County Tours involved a diverse number of stakeholders, including transportation commissions, businesses/economic partnerships, community-based organizations, educational institutions, among others. He noted that input received will help inform opportunities for future SCAG engagement and strengthen the foundation for plans and policy. He thanked staff and members for their participation and assistance in identifying presentations.

Lastly, President Richardson mentioned ongoing air quality issues related to fires and presented a Clean Air Day Proclamation in support of the upcoming California Clean Air Day on October 7. He noted that SCAG's regional planning effort has been supporting the significant air quality improvement over the past decades. Despite the progress, millions of our residents continue to suffer from poor air quality. In conclusion, he noted that there are resources available on the California Clean Air Day website (cleanairday.org) for both organizations and individuals.

Supervisor Linda Parks, Ventura County, commented on the Ventura County General Plan, which includes a goal of planting two million trees. She noted a tree-planting initiative on Clean Air Day for schools and colleges in Ventura County.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Kome Ajise shared that SCAG has received awards from the American Planning Association California Chapter for best practice and public outreach. Also, the Los Angeles Chapter of Women's Transportation Seminar (WTS) had recognized SCAG as Employer of the Year. The Orange County Chapter of WTS had recognized SCAG with the Rosa Parks Diversity Leadership Award.

Mr. Ajise added that, given CARB's Advanced Clean Air rule, SCAG had partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) and accepted a \$10 million grant for implementation of Last-Mile Freight Program. He recognized Regional Councilmembers who were part of MSRC and South Coast Air Quality Management District (AQMD).

FUTURE AGENDA ITEM/S

Regional Councilmember Larry McCallon, Highland, District 7, commented on high-speed rail developments in San Bernardino County and noted concern about an intermodal facility planned to be moved to Colton. Regional Councilmember McCallon commented on the Environmental Impact Report (EIR) and anticipated effects on nearby communities, including traffic, air quality and noise. He elaborated on equity issues within these communities. He noted that the project is not included in Connect SoCal. In conclusion, he asked for this matter to be taken up at a future Policy Committee meeting.

President Richardson acknowledged Regional Councilmember McCallon's request and Executive Director Kome Ajise commented on SCAG's ongoing involvement with various parties over high-speed rail mitigation. Transportation Committee Chair Cheryl Viegas-Walker also acknowledged discussion on the topic that occurred at the Transportation Committee meeting earlier in the day.

ANNOUNCEMENT/S

Regional Councilmember Deborah Robertson, Rialto, District 8, thanked Planning Director Sarah Jepson for her assistance in compiling information for a presentation made to the California Association of Retired Americans.

ADJOURNMENT



President Richardson adjourned the Regional Council meeting at 2:04 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]



Southern California Association of Governments
Remote Participation Only
November 5, 2020

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

From: Darin Chidsey, Chief Operating Officer, Executive
Management, (213) 236-1836, Chidsey@scag.ca.gov

Subject: 2021 Meeting Schedule of Regional Council and Policy
Committees

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council adopt the 2021 Meeting Schedule with August 2021 as the designated vacation period (“dark month”).

RECOMMENDED ACTION FOR RC:

Adopt the 2021 Meeting Schedule with August 2021 as the designated dark month.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

Pursuant to Article IV, Section A of the Regional Council Policy Manual, staff is seeking approval for the 2021 Meeting Schedule with August 2021 as the designated dark month, as revised based on the tradition of August dark and Regional Councilmember feedback.

BACKGROUND:

Pursuant to Article IV, Section A of the Regional Council Policy Manual, “The Regional Council shall generally meet on the first Thursday of each month. The Regional Council shall annually approve its calendar year meeting schedule which may include one or more months in which other SCAG meetings replace the regular meeting of the Regional Council. In addition, the Regional Council will not meet one month of the year to allow for a vacation period.”

Currently, all regular meetings of the Regional Council and Policy Committees are scheduled on the first Thursday of each month. Subject to change upon return to in-office meetings, all regular meetings of the Executive/Administration Committee are scheduled on the Wednesday preceding Regional Council and Policy Committee meetings. 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, all meetings are currently being conducted virtually until further notice.

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

Historically, the Regional Council has recognized its dark month in August. As a result of comments made by Regional Councilmembers at the October 2020 Regional Council meeting, staff was directed to conduct a survey on members' preferred dark month. Regional Councilmembers were polled on their preferences, and the results are as follows:

- **July** - 15 members
- **August** - 9 members
- **No Preference** - 16 members

Based on both the "August" and "No Preference" responses provided by Regional Councilmembers and considering the tradition of August as the Regional Council's dark month, August 2021 is being recommended by staff as the annual dark month.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Proposed 2021 Schedule of Regular Meetings

Proposed 2021 Schedule of Regular Meetings

[Approved by the Regional Council: _____]

WEDNESDAY		
Executive/Administration Committee (EAC)	3PM - 4PM	Policy Room B
THURSDAY		
Community, Economic and Human Development (CEHD) Committee	9:30AM - 11:30AM	Policy Room B
Energy and Environment Committee (EEC)	9:30AM - 11:30AM	Policy Room A
Transportation Committee (TC)	9:30AM - 11:30AM	Board Room
Regional Council (RC)	12:30PM - 2PM	Board Room

January 7, 2021

February 4, 2021

March 4, 2021

April 1, 2021

May 5 - 7, 2021 (Wednesday - Friday)

SCAG 2021 Regional Conference and General Assembly

June 3, 2021

July 1, 2021

August 5, 2021 (DARK)

September 2, 2021

October 7, 2021

November 4, 2021

December 2, 2021

SCAG Annual Economic Summit

Attachment: Proposed 2021 Schedule of Regular Meetings (2021 Meeting Schedule of Regional Council and Policy Committees)



Southern California Association of Governments
Remote Participation Only
November 5, 2020

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

From: Justine Block, Acting Chief Counsel,
(213) 236-1928, Block@scag.ca.gov

Subject: Resolution No. 20-626-1 Regarding the SCAG 2020 Title VI
Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council adopt Resolution No. 20-626-1 approving the SCAG 2020 Title VI Program.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 20-626-1 approving the SCAG 2020 Title VI Program.

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:

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance. SCAG is required to demonstrate its compliance with the U.S. Department of Transportation (DOT)'s Title VI requirements. Specifically, as a direct recipient of Federal Transit Administration (FTA) funds, SCAG must submit a Title VI compliance report, known as its "Title VI Program," to FTA every three (3) years.

SCAG's current Title VI Program expires November 30, 2020 and an updated program must be submitted to FTA in early November. SCAG has developed its 2020 Title VI program to comply with the DOT's Title VI requirements as promulgated under Circular FTA C 4702.1B (2012). This report summarizes key components of the SCAG 2020 Title VI Program, including its Language Assistance Program for Limited English Proficient (LEP) Populations (also referred to as the "LEP Plan"), Public Participation Plan, and subrecipient monitoring procedures. Information is additionally included about SCAG's new, ad hoc Special Committee on Equity and Social Justice.

Upon its review, SCAG staff seeks the Regional Council's adoption of Resolution No. 20-626-1 approving the SCAG 2020 Title VI Program.

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

BACKGROUND:

Throughout its history, SCAG's policy has been to not discriminate against any person with respect to a SCAG program or service. This commitment is incorporated into all of SCAG's operations and activities. SCAG actively provides information regarding its Title VI obligations to the public using a variety of methods. For example, SCAG's Title VI Program, current LEP Plan and complaint procedure are available on SCAG's website at: <http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>. Title VI clauses are included in all SCAG contracts and bid advertisements, and SCAG annually certifies its adherence to Title VI. Finally, SCAG integrates Title VI components in all public outreach efforts by seeking to engage all segments of the population in the transportation planning process.

As a recipient of FTA funds, SCAG is required to submit a Title VI compliance report, also known as its "Title VI Program," to FTA every three years, demonstrating its compliance with DOT's Title VI requirements. SCAG's current Title VI Program which was approved by FTA in October 2017, will expire November 30, 2020. An update to SCAG's Title VI Program must be submitted to FTA by early November 2020. SCAG has updated the agency's Title VI Program by preparing the attached 2020 Title VI Program which was developed to meet DOT's Title VI requirements as published in Circular FTA C 4702.1B in September 2012.

a. Special Committee on Equity and Social Justice

The updated 2020 Title VI Program includes information about SCAG's Regional Council Resolution 20-623-2 adopted on July 20, 2020, which affirmed its commitment to meaningfully advance justice, equity, diversity, and inclusion, and declared its intent to end racial and social disparities internal to the agency, strengthen the way it engages and convenes to protect and expand community voice and power, and work in partnership with others to close the gap of racial injustice and better serve the region's communities of color. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing social justice throughout the agency's activities and advise the Regional Council on policies and practices to advance its resolved intentions. This new committee is expected to provide its recommendations to SCAG's Regional Council by spring 2021.

b. Key Components of SCAG's 2020 Title VI Program

There are several required components of the 2020 Title VI Program which are highlighted in this report. These include, for example, SCAG's notice to the public of its Title VI rights and SCAG's procedures for Title VI complaints that may be filed against the agency, both of which are considered "vital documents" under Title VI and which SCAG makes available in English, Spanish, Chinese, Korean and Vietnamese. SCAG's 2020 Title VI Program also includes a description of the procedures by which the mobility needs of minority populations are identified and considered within SCAG's planning process. Specifically, as part of the 2020 Regional Transportation Plan/Sustainable Communities ("RTP/SCS" or "Connect SoCal") process, SCAG completed a robust

environmental justice analysis, utilizing 18 performance measures to analyze existing social and environmental equity in the region and specific environmental justice areas (i.e. Environmental Justice Areas, Disadvantaged Communities, and Communities of Concern). The environmental justice analysis found that the 2020 RTP/SCS investments are distributed equitably, and were generally in line with household share, tax burden and transportation system usage for Hispanic, African American, and Asian population.

c. LEP Plan and related Language Assistance Program

Another key component of SCAG's Title VI Program is its Limited English Proficiency (LEP) Plan and related Language Assistance Program whereby staff has particularly worked toward improving its strategies to engage and seek input from traditionally underserved populations. Individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are recognized as limited English proficient, or "LEP." In the SCAG region, the largest LEP populations are Spanish, Chinese, Korean and Vietnamese speakers. SCAG's LEP Plan and Language Assistance Program for LEP Populations is intended to guide SCAG in the provision of meaningful access to its services, programs and activities by LEP communities, especially with respect to the identified four largest LEP groups in the SCAG region. The LEP and Language Assistance Program complements in many ways the goals and strategies outlined in SCAG's Public Participation Plan to engage the public in regional planning efforts. SCAG staff updated data included in the LEP Plan to reflect most recently available LEP Populations information.

d. Updated Public Participation Plan

On September 2018, SCAG's Regional Council adopted an updated Public Participation Plan which addresses an important component of the Title VI program to promote inclusive public participation. SCAG's planning work serves a large and diverse region, and public participation is an essential part of the agency's planning process. This plan is key to ensuring that the agency's approach to public engagement is effective and inclusive.

SCAG's current Public Participation Plan, implemented for the 2020 RTP/SCS, describes the agency's core values related to public participation, and provides goals and strategies for increasing public information and engagement in the planning process. Some of the initiatives included in the Public Participation Plan include:

- Ensure a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region's diverse communities by engaging and considering the needs of traditionally underrepresented and/or underserved populations.
- Increase participation and develop networks with high schools and universities by involving young people in municipal government and planning and policy work, including the signature SCAG Scholarship Program.

-
- Motivate more feedback from stakeholders, partners, and the public by making commenting on plans and programs convenient and accessible in addition to evaluating and communicating how the received input affected decisions.
 - Expand opportunities to engage the public both online and through other technological platforms such as social media, website, tele-townhalls, and surveys.
 - Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.

SCAG's Public Participation Plan is incorporated into the Title VI program, and is available at: <http://scag.ca.gov/Documents/Final2018PPP.pdf>.

e. Monitoring Subrecipients

SCAG's Title VI program includes procedures to ensure that subrecipients of federal funds comply with the DOT's Title VI regulations. For example, subrecipients must submit a Title VI program to SCAG after the execution of a Subrecipient Agreement, i.e., Memorandum of Understanding (MOU). Following submission of the subrecipient's initial Title VI program, subrecipients are required to resubmit every three years an updated Title VI program. If SCAG staff identifies that modifications are needed, subrecipients must provide the most updated version of the Title VI program within 30 days of finalizing an update. Additionally, changes in the FTA's Title VI requirements may necessitate updates to subrecipients' Title VI programs in order to ensure compliance.

Upon its review, SCAG staff seeks the Regional Council's adoption of Resolution No. 20-626-1 approving the SCAG 2020 Title VI Program.

FISCAL IMPACT:

Funding to support the development of the SCAG 2020 Title VI Program is included in the agency's Fiscal Year 2020-21 Overall Work Program.

ATTACHMENT(S):

1. Resolution No. 20-626-1
2. SCAG Title VI Program



RESOLUTION NO. 20-626-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE SCAG 2020 TITLE VI 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 Bill Jahn, Big Bear Lake

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.;

WHEREAS, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), hereinafter referred to as "Title VI," prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance;

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) published Circular FTA C 4702.1B (Circular) to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR part 21);

WHEREAS, as a direct recipient of funds from the FTA and Federal Highway Administration, SCAG is subject to Title VI and is required to submit a Title VI compliance report, or "Title VI Program" to FTA every three years;

WHEREAS, SCAG has developed its 2020 Title VI Program to comply with DOT's Title VI requirements as promulgated in the Circular, which is intended to serve as an update to the agency's current Title VI Program;

WHEREAS, included as part of the SCAG 2020 Title VI Program is its Limited English Proficiency (LEP) Plan and related Language Assistance Program to which SCAG staff has developed for the purpose of improving its strategies to engage and seek input from traditionally underserved populations; and

WHEREAS, the 2020 Title VI Program, along with its corresponding staff report, has been reviewed and discussed by SCAG's Regional Council.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments that it to approves the SCAG 2020 Title VI Program.

BE IT FURTHER RESOLVED:

- 1. The Regional Council hereby authorizes submittal of the SCAG 2020 Title VI Program to FTA and other applicable state and federal agencies.

Attachment: Resolution No. 20-626-1 [Revision 1] (Resolution No. 20-626-1 Regarding the SCAG 2020 Title VI Program)

2. That SCAG’s Executive Director, or his designee, is hereby designated and authorized to submit the SCAG 2020 Title VI Program to FTA and other agencies, and to execute all related documents on behalf of the Regional Council.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of November, 2020.

Rex Richardson
President, SCAG
Councilmember, Long Beach

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Justine Block
Acting Chief Counsel



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

TITLE VI PROGRAM

NOVEMBER 2020

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I. Introduction

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), hereinafter referred to as "Title VI," is a federal statute that provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Title VI prohibits recipients of Federal financial assistance from discriminating on the basis of race, color or national origin in their programs or activities, and it obligates Federal funding agencies to enforce compliance. The Civil Rights Restoration Act of 1987 extended Title VI's applicability to all programs sponsored by federally-aided agencies, regardless of the program's specific funding source.

This Title VI Program reflects the commitment by the Southern California Association of Governments (SCAG) to comply with Title VI and to ensure that no person shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by SCAG. As a direct recipient of funds from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), SCAG is subject to Title VI and is required to submit a Title VI compliance report to FTA every three years. This 2020 Title VI Program reflects SCAG's latest efforts regarding Title VI compliance.

In addition, the concept of environmental justice emerged from the Title VI regulations, and is founded on the principles of: (1) mitigating disproportionately high and adverse health or environmental effects on minority or low income populations; (2) ensuring that all affected communities have the ability to participate fully in transportation decision making processes; and (3) preventing the denial, reduction or delay of receiving benefits by minority and low income populations. SCAG adheres to all directives on environmental justice with respect to its regional planning work, and as further described in this report, has an environmental justice program based on two main elements: public outreach and technical analysis.

Finally, Presidential Executive Order 13166 requires agencies to identify and develop services to provide those with limited English proficiency access to federally conducted and funded programs. SCAG serves one of the most diverse regions in the United States and is committed to providing meaningful and substantive opportunities for input and participation in its regional planning activities. The policies and plans that guide SCAG's decision-making impact the quality of life for all individuals who live, work and play in the region. Therefore, in accordance with federal law, and in keeping with SCAG's policy to enhance access and opportunities for input for all interested parties, including Limited English Proficiency populations, this plan includes a Language Assistance Plan for Limited English Proficient (LEP) Populations, also referred to as SCAG's LEP Plan, as part of this Title VI Program to address the needs of LEP populations in the six-county region.

II. Background Information about SCAG

The Southern California Association of Governments was founded in 1965 as a voluntary association of cities and counties for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura counties. Established as a Joint Powers Authority under California state law, its joint powers agreement states that SCAG's purpose is "to provide a forum for discussion and study of regional problems of mutual interest and concern to the counties and cities, and to facilitate the development of recommendations for the solution of such problems." Under state law, SCAG also acts as the Council of Governments for the region. Finally, under federal law, SCAG has been designated as the Metropolitan Planning Organization or "MPO" for the region, and in fact, is the largest MPO in the nation.

The Regional Council is SCAG's main governing body. The membership is comprised of 88 individuals representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one public transit representative, one Tribal Government representative, one representative for the air districts within Southern California and one non-voting, ex-officio representative of the private sector. Except for the private sector representative, all serve as elected officials from within the six-county region. All policymaking, the annual Overall Work Program, project budgets, and all material financial matters are discussed and acted upon through the Regional Council.

SCAG, as the MPO for the region, is charged with developing: long-range regional transportation plans which include a 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 District's Air Quality management plans.

SCAG's Regional Transportation Plan/Sustainability Communities Strategy or "RTP/SCS" is the agency's long-range (20+ years) visioning plan and is updated every four years. The RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals. It embodies a collective vision for the region's future and is developed with input from the public, local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the six-county region, as well as other state and federal agencies.

SCAG's 2020 RTP/SCS (also referred to as "Connect SoCal" or the "Plan" herein) is the agency's current long-range regional transportation plan and was adopted by the Regional Council in September 2020. It serves as the culmination of a multi-year effort that involved stakeholders from across the region, and represents the most comprehensive long-term vision for the future of the region's transportation system while supporting the State's greenhouse gas reduction targets. In addition to putting forth bold transportation initiatives, including an unprecedented level of emphasis on system preservation, the 2020 RTP/SCS evaluated and presented some of the most innovative strategies to meet funding challenges in the near-term as well as the long-term. New and expanded focus areas found in the 2020 RTP/SCS included innovations in transportation technology, public health, conservation of natural and farm lands and a robust environmental justice analysis.

III. Special Committee on Equity and Social Justice

On July 2, 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to meaningfully advance justice, equity, diversity, and inclusion, and declaring its intent to end racial and social disparities internal to the agency, strengthen the way it engages and convenes to protect and expand community voice and power, and work in partnership with others to close the gap of racial injustice and better serve the region's communities of color. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing social justice throughout the agency's activities and advise the Regional Council on policies and practices to advance its resolved intentions. This new committee is expected to provide its recommendations to SCAG's Regional Council by spring 2021.

IV. Compliance with Title VI General Requirements

On October 1, 2012, FTA published Circular FTA C 4702.1B ("Circular") to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in DOT's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005). The following summarizes SCAG's compliance with the General Requirements for all FTA recipients as described in Chapter III of the Circular.

a) Requirement to Provide Title VI Assurances

SCAG submits its Title VI Assurances as part of its annual Certifications and Assurances submission to DOT, FHWA and FTA. SCAG will collect Title VI Assurances from subrecipients prior to passing through FTA funds. The federal fiscal year 2020 FTA Certifications and Assurances for SCAG were electronically pinned in TrAMS on May 27, 2020, by SCAG's Chief Financial Officer, Basil Panas..

b) Requirement to Prepare and Submit a Title VI Program

SCAG updates and submits its Title VI Program to its FTA (Region 9) regional civil rights officer every three years or as otherwise directed by FTA. SCAG also submits its Title VI Program to the State of California Department of Transportations (Caltrans) in order to assist the State in its compliance efforts. SCAG's current Title VI Program was submitted to FTA in September 2017. FTA provided its concurrence letter to the agency in October 2017 and noted that SCAG's current 2017 Title VI Program will expire on November 30, 2020.

c) Requirement to Notify Beneficiaries of Protection under Title VI

SCAG's policy is not to discriminate against any person with respect to a SCAG program, service or activity. This commitment is incorporated into all public outreach efforts to engage all segments of the population in the transportation planning process. SCAG actively provides information regarding its Title VI obligations to the public using a variety of methods, such as having its Title VI Program, its Limited English Proficiency (LEP) Plan and Title VI complaint procedure available on the SCAG website and provided to staff, citizens, consultants and subrecipients. Notice of SCAG's non- discrimination policy is included in all SCAG contracts and bid advertisements.

Finally, SCAG's Title VI Notice to the Public ("Notice") is included in **Appendix B**. This Notice is available on the SCAG website and posted in SCAG's main office as well as its regional offices. The Notice has also been translated in Spanish, Chinese, Korean and Vietnamese; copies of which are included as part of **Appendix B**.

d) Requirement to Develop Title VI Complaint Procedures and Complaint Form

SCAG has developed a process for investigating all Title VI complaints. Members of the public may file a signed, written complaint within sixty (60) calendar days from the date of the alleged discrimination. Full procedures for filing a complaint, SCAG's procedures for investigating complaints and a copy of SCAG's Title VI Complaint Form are attached herein as **Appendix C**. Given that the Complaint Procedures and Complaint Form are vital documents under DOT's Title VI regulations, these documents have also been translated into the Spanish, Chinese, Korean and Vietnamese languages in accordance with SCAG's LEP Plan and copies of such translated documents are also included with **Appendix C**.

At a minimum, the complaint should include the following information:

- Name, mailing address, and how to contact the complainant (i.e. telephone number, email address, etc.).
- Basis of complaint (i.e., race, color, or national origin).
- Date of alleged discriminatory act(s).
- How, when, where and why Complainant alleges he or she was discriminated against. Include the location, names and contact information of any witnesses
- Other significant information.

The complaint may be filed in writing with SCAG to the following:

Chief Counsel/Director of Legal Services
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

e) Requirement to Record and Report Transit-Related Title VI investigations, complaints, or lawsuits

In compliance with 49 CFR Section 21.9, SCAG maintains a file of any active transit-related Title VI active investigations conducted by entities other than FTA, lawsuits, and complaints naming SCAG. The files include a list that describes the date that the investigation, lawsuit or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit or complaint; and actions taken by SCAG in response, or final findings related to, the investigation, lawsuit or complaint.

Since the last reporting period in 2017, SCAG has had no Title VI investigations, complaints or lawsuits filed against it. Moreover, SCAG maintains a dedicated phone line for Title VI matters. Since the last reporting period in 2014, there have been no calls received by SCAG on the dedicated phone line.

f) Promoting Inclusive Public Participation

SCAG implements a public involvement process to provide complete information, timely public notice and full public access to key decisions and to support early and continuing public involvement in developing its regional plans. SCAG's current Public Participation Plan, adopted by SCAG's Regional Council in September 2018, describes the agency's core values related to public participation, and provides goals and strategies for increasing public information and engagement in the planning process. Some of the initiatives included in the Public Participation Plan are to:

- Ensure a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region's diverse communities by engaging and considering the needs of traditionally underrepresented and/or underserved populations.
- Increase participation and develop networks with high schools and universities by involving young people in municipal government and planning and policy work, including the signature SCAG Scholarship Program.
- Motivate more feedback from stakeholders, partners, and the public by making commenting on plan and programs convenient and accessible in addition to evaluating and communicating how the received input affected decisions.
- Expand opportunities to engage the public both online and through other technological platforms such as social media, website, tele-townhalls, and surveys.
- Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.

SCAGs current Public Participation Plan is included herein as **Appendix D** and is also available online at <https://www.scag.ca.gov/Documents/Final2018PPP.pdf>.

Moreover, with each RTP/SCS cycle, SCAG seeks to improve its public engagement efforts, including more efforts to involve minority and LEP populations in the regional transportation planning process. Although SCAG does not implement or construct transportation projects, SCAG recognizes that it plays a critical role in policy development that could impact all individuals in the region. Thus, SCAG recognizes that effective public involvement can help the agency understand the needs and concerns of stakeholders, which should lead to more meaningful planning efforts. Like previous plans, the 2020 RTP/SCS was supported by a comprehensive public involvement program that complied with Title VI and the Executive Order on Environmental Justice and is fully documented in the 2020 RTP/SCS, Connect SoCal Public Participation & Consultation Technical Report, available at: https://www.connectsocial.org/Documents/Adopted/0903fConnectSoCal_Public-Participation-Consultation.pdf.

Additionally, as discussed above in Section III, SCAG's new ad hoc Special Committee on Equity and Social Justice is expected to provide policy recommendations to SCAG's Regional Council related to:

- Establishing an agency-wide definition of "equity" to build a shared understanding;
- Developing an Equity Inventory Report, which would catalogue the existing equity-related activities throughout SCAG's departments;
- Establishing an Equity Framework containing quantitative and qualitative indicators of existing inequities and disparities that exist in the region, and how communities and people in the region

experience SCAG's desired outcomes;

- Strengthening the way SCAG engages and convenes to protect and expand community voice and power; and
- Working 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.

Highlights of SCAG's outreach efforts for - the 2020 RTP/SCS included the following:

- Developed materials for public outreach in a variety of formats to reach broad audiences, including videos, fact sheets, email blasts, digital/outdoor/radio advertising, surveys, tele-townhalls, PowerPoint presentations and presentation poster boards.
- The online survey was available in 17 languages and garnered over 4,000 responses from a broad sample of residents.
- Centralized RTP/SCS information on the website—providing direct access to information, charts, graphs, and tables, and the ability to contact staff—that is also developed to be mobile/tablet friendly and compliant with the Americans with Disabilities Act of 1990.
- Held 28 public open houses before the release of the Draft 2020 RTP/SCS to allow direct participation by interested parties, exceeding the minimum requirement of 16 public workshops.
- One such open house was targeted specifically to People with Disabilities and provided all necessary accommodations for participation.
- For the first time, held a special tele-townhall to make input even more accessible to hard-to-reach communities. The tele-town hall technology allowed SCAG to reach out to more than 30,000 residents, with about 600 staying on the phone through SCAG's presentation and no fewer than 100 callers remaining on the line throughout the duration of the event.
- Held a live webinar to help increase participation by young people providing an opportunity for input.
- Announced the schedule for the open houses through a wide variety of means, including community calendars, distributing flyers at local events and libraries, email newsletters, social media, outreach calls and ethnic media.
- Targeted outreach to underrepresented and/or underserved audiences, ethnic press and federally recognized Tribal Governments within the SCAG Region. To this end, SCAG partnered with a group of 18 community-based organizations (CBOs) across the region.
- Made over 56 special presentations on the Draft 2020 RTP/SCS throughout the region to academics, business leaders, elected officials and local stakeholders. At least 21 briefings were targeted directly to elected officials from throughout the region.
- Translated flyers and announcements for the open houses, as well as fact sheets and the Executive Summary of the 2020 RTP/SCS, into Spanish, Chinese and Korean and Vietnamese – the four most spoken languages in the region after English -- to engage persons with limited English proficiency. SCAG also circulated translated press releases, engaged ethnic media and translated the online survey to gain further input.
- Reviewed and provided responses to all comments received.

- Evaluated public participation activities to continually improve the outreach process and provide early opportunities for engagement.

Moreover, since 2008, environmental justice has been a key concern for SCAG. The agency ensures that when transportation decisions are made, low income and minority communities have ample opportunity to participate in the decision-making process, and that they receive an equitable distribution of benefits and not a disproportionate share of burdens. As part of the environmental justice outreach effort for the 2020 RTP/SCS, Connect SoCal, SCAG compiled a list of key stakeholders to be contacted regarding Connect SoCal programs and policies. This list is comprised of more than 600 individuals and organizations that were involved with previous plans and efforts as well as additional stakeholders such as advocacy groups organizing around environment, poverty, public health and housing. In addition, in efforts to establish an ongoing Environmental Justice (EJ) Program at SCAG, SCAG created the Environmental Justice Working Group (EJWG) which consists of many EJ stakeholders including environmental advocacy groups, non-profit organizations, academics, local jurisdictions and subregional agencies. For the development of the 2020 Connect SoCal Environmental Justice Technical Report, SCAG held six environmental justice working group meetings as part of its outreach effort, with at least 30 participants attending each meeting.

SCAG staff also conducted targeted outreach to stakeholder groups that were interested in the EJWG but were unable to attend the meetings. SCAG staff sought out EJ organizations and individuals that have worked with SCAG before as well as new contacts to collect valuable and meaningful input for SCAG's EJ analysis and further policy coordination. The targeted outreach included meetings held outside of SCAG offices and e-mail and phone call correspondences with various organizations throughout the SCAG region. In addition to the EJWG meetings and targeted outreach, SCAG also included EJ as a component to Connect SoCal workshops, held between May and June 2019, to conduct outreach to the general public to gather input on Connect SoCal.

Through extensive outreach from the EJWG, targeted outreach and Connect SoCal workshops, SCAG received a lot of feedback that helped shape the development of the EJ Technical Report. SCAG received a wide range of comments from input on how to conduct outreach to improvements on specific technical analysis areas. SCAG reviewed all comments and have incorporated as many as possible and when applicable. Some comments that were incorporated include:

- Consider expanding outreach to more grassroots groups, public health departments, faith-based organizations, Air Pollution Control Districts, neighborhood councils and cultural groups
- Consider expanding the "Gentrification and Displacement" analysis to non-transit analysis areas; consider race, educational attainment, rent versus homeowner as indicators to determine communities vulnerable to gentrification and displacement
- Consider expanding on traffic safety to include collisions involving trucks
- Consider reorganizing performance measures into categories to make it easier to digest

SCAG's Connect SoCal Environmental Justice Technical Report is available at:

https://www.connectsocial.org/Documents/Adopted/0903fConnectSoCal_Environmental-Justice.pdf.

It should be noted that SCAG's environmental justice analysis was featured as part of a web course presented by FHWA on the "Fundamentals of Environmental Justice" in 2017.

g) Requirement to Provide Meaningful Access to LEP Persons

Consistent with Title VI, DOT's implementing regulations and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), recipients shall take reasonable steps to ensure meaningful access to benefits, services, information and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

A full copy of SCAG's Language Assistance Plan for Limited English Proficient Populations, also referred to as the "LEP plan," can be found in **Appendix E**. Key elements of the LEP plan include:

- Translating vital documents into the four largest LEP languages – Spanish, Chinese, Korean and Vietnamese. The agency will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other, non-vital documents.
- Identifying LEP individuals who need language assistance by using the U.S. Census Bureau's "I Speak" language identification list.
- Having translators, including bilingual staff members, available for public meetings and workshops as needed.
- Instituting formal procedures to document the frequency with which LEP persons come into contact with SCAG staff and the nature of the interaction, as well as documenting the frequency in which translated documents are accessed on the website; and
- Surveying LEP participants at public hearings to assess the effectiveness of the agency's language services and whether alternate services may need to be employed.

h) Minority Representation on Planning and Advisory Boards

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program." Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

At this time, SCAG does not have any transit-related, non-elected planning boards, advisory councils or committees, or similar committees, of which the membership is selected by SCAG, and therefore, no table is provided denoting the racial breakdown of the membership of such committees. To the extent that in the future SCAG creates such committees and selects its membership, SCAG will encourage the participation of minorities in these committees.

i) Providing Assistance to Subrecipients

Title 49 CFR Section 21.9(b) states that if a “primary recipient extends Federal financial assistance to any other recipient, such other recipient shall also submit such compliance reports to the primary recipient as may be necessary to enable the primary recipient to carry out its obligations under this part.” As a primary recipient of federal pass-through funds, SCAG assists its subrecipients in complying with DOT’s Title VI regulations, including general reporting requirements. Assistance is provided to each subrecipient by SCAG as necessary.

SCAG periodically reviews the Title VI programs of its subrecipients and works cooperatively to assist them in updating their programs to address DOT Title VI regulations and meet program approval deadlines. SCAG currently provides each subrecipient with a copy or access (via internet link) to SCAG’s Title VI Program, which includes the agency’s notice to the public informing beneficiaries of their rights under DOT’s Title VI regulations, procedures on how to file a Title VI complaint and SCAG’s Title VI complaint form. Additional sample notices and procedures are provided to subrecipients upon request. Subrecipients are also provided a link and resources to all applicable FTA circulars including Circular FTA C 4702.1B. Finally, upon request of the subrecipient, SCAG provides demographic information on the race and English proficiency of residents served by the subrecipient, and other data such as travel patterns, that will assist the subrecipient in complying with Title VI.

j) Monitoring Subrecipients

In accordance with 49 CFR 21.9(b), and to ensure that subrecipients comply with the DOT’s Title VI regulations, SCAG as a primary recipient of federal pass-through funds, must monitor subrecipients for compliance with the regulations. Importantly, if a subrecipient is not in compliance with Title VI requirements, then SCAG is also not in compliance.

However, when a subrecipient is also a direct recipient of FTA funds, that is, it applies for funds directly from FTA in addition to receiving funds from a primary recipient, the subrecipient/direct recipient reports directly to FTA and SCAG is not responsible for monitoring compliance of that subrecipient.

As applicable, in order to ensure SCAG and subrecipients (which are not direct recipients) are following Title VI requirements, SCAG shall undertake the following activities:

Document its process for ensuring that all subrecipients are complying with the general reporting requirements of the Circular, as well as other requirements that apply to the subrecipient based on the type of entity and the number of fixed route vehicles it operates in peak service, if a transit provider.

Collect Title VI Programs from subrecipients and review programs for compliance. Collection and storage of subrecipient Title VI Programs may be electronic at the option of SCAG.

At the request of FTA, in response to a complaint of discrimination, or as otherwise deemed necessary by SCAG, SCAG shall request that subrecipients who provide transportation services verify that their level and quality of FTA C 4702.1B Chap. III-11 service is provided on an equitable basis. Subrecipients that are fixed route transit providers are responsible for reporting as outlined in Chapter IV of this Circular.

SCAG shall conduct on-site visits of subrecipients as needed or after the filing of a Title VI complaint. In the event of a subrecipient's noncompliance, SCAG may impose sanctions pursuant to terms and conditions of an agreement between SCAG and each subrecipient (Subrecipient Agreement), such as the withholding of payments and/or the cancellation, termination, or suspension of a project agreement.

Subrecipients must submit a Title VI program to SCAG after the execution of a Subrecipient Agreement, i.e., Memorandum of Understanding (MOU). Following submission of the subrecipient's initial Title VI program, subrecipients are required to resubmit every three years an updated Title VI program. If SCAG staff identifies that modifications are needed, subrecipients must provide the most updated version of the Title VI program within 30 days of finalizing an update. Additionally, changes in the FTA's Title VI requirements may necessitate updates to subrecipients' Title VI programs in order to ensure compliance. The schedule below indicates the most recent Title VI program submissions by SCAG's subrecipients and the upcoming submission dates. In order to assist SCAG in its compliance efforts, subrecipients' Title VI Programs are set on a schedule determined by SCAG and in compliance with FTA requirements. Some of SCAG's subrecipients are also direct recipients of FTA funds.

TITLE VI PROGRAM DUE DATES				
Subrecipients	Grant Programs	Expiration Date	FTA Direct Recipient	Title VI Plan Location
ATN*	FTA 5339	6/6/2021	N/A	K:\BUDGET & GRANTS\Title VI
Cal State Fullerton Auxiliary Services Corporation*	FTA 5303	1/1/2023	N/A	K:\BUDGET & GRANTS\Title VI
County of Imperial*	FHWA	6/18/2022	N/A	K:\BUDGET & GRANTS\Title VI
Foothill Transit	FTA 5312	11/30/2023	DOT Direct Recipient	K:\BUDGET & GRANTS\Title VI
LACMTA	FTA 5312	11/30/2022	DOT Direct Recipient	K:\BUDGET & GRANTS\Title VI
Riverside Transit Agency	FTA Section 5339	11/30/2022	DOT Direct Recipient	K:\BUDGET & GRANTS\Title VI
SunLine Transit Agency	FTA Section 5312 & 5339	11/30/2022	DOT Direct Recipient	K:\BUDGET & GRANTS\Title VI

*Subrecipients which are not DOT (FTA & FHWA) Direct Recipients

k) Determination of Site or Location of Facilities

Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part." Title 49 CFR part 21, **Appendix C**, Section 3(iv) provides, "The location of projects requiring land acquisition and the displacement of person from their residences and businesses may not be determined on the basis of race, color, or national origin."

In accordance with the Circular, "facilities" is narrowly defined to not include bus shelters, which are transit amenities; or larger projects such as transit stations which subject to the NEPA process. Rather, facilities covered in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

SCAG acknowledges its responsibility to complete a Title VI equity analysis if SCAG constructs a facility, such as an operation center, storage facility, etc. SCAG has no plans to construct such a facility at this time. SCAG will complete the Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color or national origin. This process would include outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis would compare the equity impacts of various siting alternatives and occur before the selection of the preferred site.

l) Requirement to Provide Additional Information Upon Request

SCAG will provide information other than that required by the Circular to FTA upon request, should it be necessary to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT's Title VI regulations.

V. Compliance with Requirements Specific to Metropolitan Planning Organizations

In addition to the General Requirements for all FTA recipients, Chapter VI of Circular FTA C 4702.1B also includes specific requirements that metropolitan planning organizations must follow in order to comply with the DOT's Title VI regulations. The following is a summary of SCAG's compliance with the MPO-specific requirements as described in Chapter VI of the Circular. It should also be noted that SCAG is not a provider of fixed route public transportation, and therefore, the requirements set out in Chapter IV of the Circular for transit providers are not applicable to SCAG.

a) Requirement that Metropolitan Planning Activities Comply with Title VI

SCAG fully recognizes that all its metropolitan transportation planning activities must comply with 49 U.S.C. Section 5303, Metropolitan Transportation Planning, as well as subpart C of 23 CFR part 450, Metropolitan Planning and Programming. As previously noted, SCAG updates and submits its Title VI Program every three years or as otherwise directed by FTA. SCAG also submits its Title VI Program to Caltrans in order to assist the State in its compliance efforts. A copy of the resolution approving this 2020 Title VI Program by SCAG's Regional Council is attached as **Appendix F**.

b) Demographic profile of the Metropolitan Area

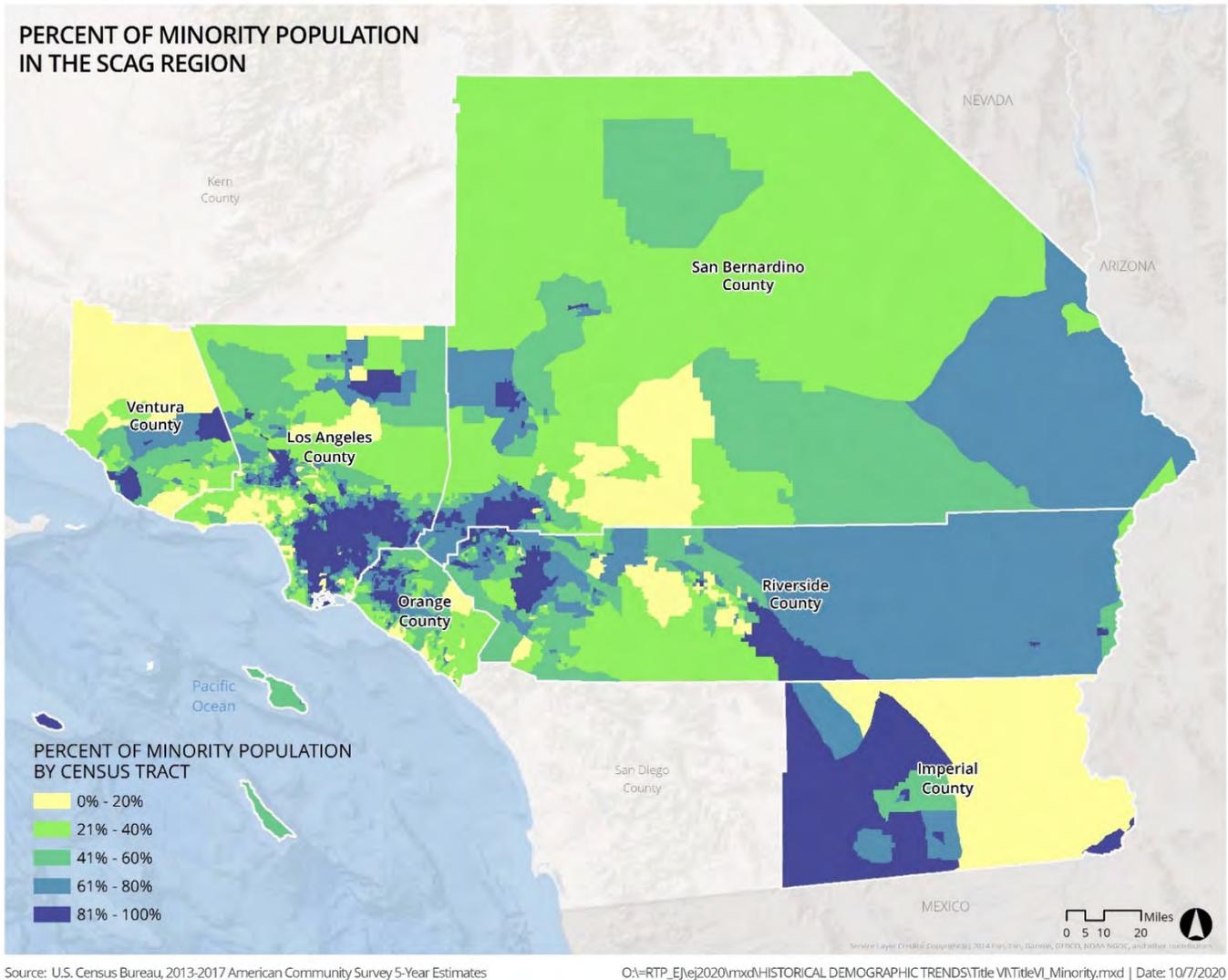
The following represents the demographic profile of SCAG's metropolitan area which includes identification of the locations of minority populations in the aggregate.

Population by Race/Ethnicity	Imperial County		Los Angeles County		Orange County	
	Population	% of County	Population	% of County	Population	% of County
Hispanic or Latino	150,108	83.4%	4,893,579	48.4%	1,079,172	34.2%
Non Hispanic White	20,372	11.3%	2,676,982	26.5%	1,306,398	41.4%
Non Hispanic African American	4,109	2.3%	799,579	7.9%	49,560	1.6%
Non Hispanic American Indian and Alaska Native	1,087	0.6%	19,915	0.2%	6,584	0.2%
Non Hispanic Asian	2,263	1.3%	1,442,577	14.3%	615,659	19.5%
Non Hispanic Others	2,018	1.1%	273,090	2.7%	98,443	3.1%
Total	179,957	100.0%	10,105,722	100.0%	3,155,816	100.0%

Population by Race/Ethnicity	Riverside County		San Bernardino County		Ventura County	
	Population	% of County	Population	% of County	Population	% of County
Hispanic or Latino	1,130,033	48.0%	1,108,996	52.3%	358,244	42.3%
Non Hispanic White	861,271	36.6%	632,557	29.8%	391,128	46.1%
Non Hispanic African American	140,810	6.0%	168,985	8.0%	13,416	1.6%
Non Hispanic American Indian and Alaska Native	9,584	0.4%	6,935	0.3%	2,439	0.3%
Non Hispanic Asian	143,855	6.1%	142,802	6.7%	59,513	7.0%
Non Hispanic Others	69,449	2.9%	60,945	2.9%	23,094	2.7%
Total	2,355,002	100.0%	2,121,220	100.0%	847,834	100.0%

Population by Race/Ethnicity	SCAG Region	
	Population	% of County
Hispanic or Latino	8,720,132	46.5%
Non Hispanic White	5,888,708	31.4%
Non Hispanic African American	1,176,459	6.3%
Non Hispanic American Indian and Alaska Native	46,544	0.2%
Non Hispanic Asian	2,406,669	12.8%
Non Hispanic Others	527,039	2.8%
Total	18,765,551	100.0%

Source: Connect EJ Technical Report; U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates



c) Description of the procedures by which the Mobility Needs of Minority Populations are identified and considered within the planning process

Key objectives of the SCAG Public Participation Plan are to: "Involve traditionally underserved persons, including minority, tribal governments, low-income and elderly citizens or those addressed by the Americans with Disabilities Act (ADA) in the development and review of transportation plans and projects" and "Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to, low-income and minority households in an effort to ensure that the requirements of Title VI and Environmental Justice have been met." Similarly, SCAG's Environmental Justice program includes two main elements: public outreach and technical analysis. Specifically, SCAG seeks to ensure that 1) traditionally underserved persons have ample opportunity to participate in the transportation decision-making process; and 2) thorough environmental justice analysis is conducted to evaluate potential disproportionate burdens to any low-income or minority populations and to identify potential mitigation strategies to address environmental justice as part of SCAG's

transportation planning process. SCAG staff's interaction with stakeholders by way of open houses, workshops, focus groups and one-on-one meetings has proven to be the best method of ensuring participation of traditionally underserved persons in SCAG's public involvement process. More information about SCAG's outreach procedures related to Title VI and Environmental Justice may be found in SCAG's Public Participation Plan incorporated into this Title VI Plan and publicly available at <https://www.scag.ca.gov/Documents/Final2018PPP.pdf>.

As part of its 2016 RTP/SCS, SCAG completed an ambitious Environmental Justice report that assesses the impacts of the Plan on low-income and minority populations, and provided a "Environmental Justice Toolbox" identifying strategies for local jurisdictions and county transportation commissions to address environmental justice in their projects. Demographic categories considered in SCAG's Environmental Justice report include minority, low-income, disabled, young children, seniors, Native American, foreign born and non-English speaking populations.

For the 2020 RTP/SCS, SCAG engaged in an even more robust environmental justice analysis and further expanded on the Environmental Justice Toolbox to provide recommended practices and approaches for local jurisdictions and community organizations to address EJ concerns within their communities. As further described below, SCAG identified 18 performance measures to analyze social and environmental equity in the region and to address the impacts of the 2020 RTP/SCS on various environmental justice population groups. Some of the performance areas did not assess the impacts of the Plan, but rather examined historic environmental justice trends throughout the region. These items were included to provide useful information for regional stakeholders when making decisions that impact low income and minority populations groups throughout the region.

d) Demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate of the metropolitan area

SCAG developed charts, instead of maps, that analyze the impacts of the distribution of state and federal funds in the aggregate for public transportation purposes. These charts are incorporated as part of the analysis below related to SCAG's transportation system and any disparate impacts.

e) Analysis of MPO's transportation system that identifies and addresses any disparate impacts

DOT's Title VI regulations require that MPOs develop charts that analyze the impacts of the distribution of state and federal funds in the aggregate for public transportation purposes and to identify any disparate impacts on the basis of race, color, or national origin. SCAG's adopted 2020 Connect SoCal includes \$638.9 billion (in year of expenditure dollars) to support the region's surface transportation investments, including transit, highways, local road improvements, system preservation, and demand management goals. The fiscally constrained Connect SoCal includes revenues from both traditionally available and reasonably available revenue sources, comprised of 47 percent local sources (\$297.2 billion), 24 percent state sources (\$154.8 billion), 6 percent federal sources (\$41.1 billion) and 23 percent in innovative financing and new revenue sources (\$145.7 billion). Transit investments—\$120.1 billion in transit capital improvements and \$200.5 billion in transit operations and maintenance—account for half (50.2 percent) of the RTP/SCS total. Although local sales taxes constitute a large portion of funding for transit, state and federal dollars remain critical for both transit capital and operating needs.

As it did in the 2016 RTP/SCS development, SCAG conducted a comprehensive environmental justice analysis in the 2020 Connect SoCal, utilizing numerous performance measures to analyze existing social and environmental equity in the region and to address the impacts of Connect SoCal on various environmental justice population groups, including low-income households and racial and ethnic minorities. While the impacts are based on the implementation of all the adopted Connect SoCal projects and strategies in their entirety, the analysis presented here includes results by mode, including public transportation, and therefore addresses the DOT's Title VI requirement. Performance results from the analysis are summarized below, and more detailed information can be found in the 2020Connect SoCal Environmental Justice Technical Report available at: https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal_Environmental-Justice.pdf.

SCAG identified minority persons based on Executive Order 12898 and the USDOT and Federal Highway Administration (FHWA) Orders on Environmental Justice, which 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 US Census: African American, Hispanic, Asian, and American Indian and Alaskan Native (called Native American and abbreviated as NA in this report). SCAG based its analysis on the latest census data for racial/ethnic groups in the SCAG region at the census tract level and by transportation analysis zone (TAZ) used in the regional travel demand model.

In summary, Connect SoCal provides improvements in mobility and accessibility for all racial/ethnic groups. The share of transportation benefits by minority group are balanced and in line with each group's use of the transportation system. SCAG did not identify any disproportionately high and adverse effects on any minority group. The results of the performance measures related to SCAG's Environmental Justice Analysis for Connect SoCal are presented in the Table 1 with additional detail related to certain performance measures reflected in the following series of charts.

Table 1: 2020 RTP/SCS Performance Measures: Environmental Justice

Performance Measure	Definition	Performance Target	Data Source(s)
Jobs/Housing balance	Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Establish existing conditions to evaluate future performance (not a Connect SoCal performance measure)	U.S. Census Public Use Microdata Sample (PUMS), LODES
Neighborhood change and displacement	Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Establish existing conditions to evaluate future performance (not a Connect SoCal performance metric)	SCAG, U.S. Census American Community Survey (ACS), National Household Travel Survey (NHTS), California Franchise Tax Board
Accessibility to employment and services	Share of employment and shopping destinations reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period	No unaddressed disproportionately high adverse effects for low income or minority communities	InfoUSA, SCAG Regional Travel Demand Model (RTDM), U.S. Census, SCAG Intergated Growth Forecast (IGF)
Accessibility to parks and educational facilities	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period	No unaddressed disproportionately high adverse effects for low income or minority communities	SCAG parcel land use data, California Protected Areas Database, SCAG RTDM, SCAG IGF
Active transportation hazards	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Establish existing conditions to evaluate future performance	SCAG IGF, Statewide Integrated Traffic Records System (SWITRS), Transportation Injury Management System (TIMS)

Attachment: SCAG Title VI Program (Resolution No. 20-626-1 Regarding the SCAG 2020 Title VI Program)

Climate vulnerability	Population analysis by demographic group for areas potentially impacted by substandard housing, sea level rise, wildfire risk, or extreme heat effects related to climate change	Establish existing conditions to evaluate future performance (not a Connect SoCal performance metric)	SCAG IGF, NOAA Coastal Services Center, California Public Utilities Commission, FEMA
Public health analysis	Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Establish existing conditions to evaluate future performance (not a Connect SoCal performance metric)	ARB historical emissions data, CalEnviroScreen, SCAG IGF
Aviation noise impacts	Descriptive analysis of aviation noise in terms of trends in passenger demand and aircraft operations	Establish existing conditions to evaluate future performance	FAA, Community Noise Equivalent Level (CNEL), Caltrans Division of Aeronautics, local airports
Roadway noise impacts	Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	No unaddressed disproportionately high adverse effects for low income or minority communities	SCAG RTDM, SCAG IGF
Emissions impact analysis	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan, including a breakdown of demographics for those areas	No unaddressed disproportionately high adverse effects for low income or minority communities	ARB EMFAC Model, SCAG IGF

Impacts along freeways and highly traveled roadways	Comparison of Plan and Baseline scenarios and demographic analysis of communities near freeways and highly traveled corridors	No unaddressed disproportionately high adverse effects for low income or minority communities	ARB EMFAC Model, SCAG IGF, HQT(A)
Travel time and travel distance savings	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time and travel distance savings	No unaddressed disproportionately high adverse effects for low income or minority communities	SCAG IGF, SCAG RTDM
Rail-related impacts	Breakdown of population by demographic group for areas in close proximity to rail corridors and planned grade separations Comparison of Plan and Baseline	No unaddressed disproportionately high adverse effects for low income or minority communities	Rail network geodata, rail traffic data, grade separation geodata, U.S. Census, SCAG IGF
Share of transportation system usage	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	No unaddressed disproportionately high adverse effects for low income or minority communities	SCAG IGF, SCAG RTDM
Connect SoCal revenue sources in terms of tax burdens	Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income and minority populations	No unaddressed disproportionately high adverse effects for low income or minority communities	U.S. Census, U.S. Bureau of Labor Statistics (BLS) Consumer Expenditure Survey, California Board of Equalization (BOE), SCAG IGF

Connect SoCal investments	Analysis of Connect SoCal investments by mode (bus, HOV lanes, commuter/high speed rail, highways/arterials, and light/ heavy rail transit)	No unaddressed disproportionately high adverse effects for low income or minority communities	RTP/SCS Financial Strategy, SCAG IGF, SCAG RTDM
Geographic distribution of Connect SoCal transportation investments	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	No unaddressed disproportionately high adverse effects for low income or minority communities	Connect SoCal, U.S. Census, SCAG IGF
Mileage- Based User Fee impacts	Examination of potential impacts from implementation of a mileage-based user fee on low income households in the region	No unaddressed disproportionately high adverse effects for low income or minority communities	U.S. Census, BLS Consumer Expenditure Survey, BOE Taxable Sales, SCAG IGF

Performance Measures

The performance measures used in SCAG’s Connect SoCal environmental justice analysis allows for an understanding and comparison of benefits and burdens that are experienced by minority groups as a result of RTP/SCS investments. To help illustrate this, the following specific performance measures from the environmental justice analysis of Connect SoCal regarding transportation system usage, tax burden, RTP/SCS expenditure distributions, mobility benefits, and accessibility benefits are discussed in below sections.

Transportation System Usage

SCAG used the 2012 National Household Travel Survey (NHTS) to analyze the demographic and travel characteristics of the SCAG region in 2016. The NHTS is a household-based travel survey conducted by the FHWA and is the authoritative source of national data on the travel behavior of the American public. This dataset allows for the analysis of daily travel by all modes, including characteristics of the people traveling, their households, and their method of travel. This data was used along with SCAG’s 2010 Household Travel Survey data to develop transportation system usage information by minority households. This usage information forms the basis for allocating RTP/SCS benefits and burdens.

Table 2 and 3 present transportation mode usage in the SCAG region by income quintile and ethnicity for both work trips and all trips. Highlights include: the automobile (drive alone and carpool), which accounts for just under 80 percent of all trips, is the dominant transportation mode for work trips. The next most popular mode for work trips is bus (6.1 percent), followed by walking and biking (four percent). When looking at all trips, most bus and rail transit riders are lower income quintile households— the lowest two income quintile households combined account for 82 percent of bus riders and 58.3 percent of rail transit riders. However, the data indicates a more balanced usage distribution by income groups for passenger rail, walking, biking, and other modes. Furthermore, given the total number of trips, the bus is far more important than urban rail for low-income households for commuting purposes. Transportation system usage by mode for all trips is used to allocate Connect SoCal’s investment costs, mobility and accessibility benefits. Because only the NHTS and SCAG’s 2010 Household Travel Survey provides information about non-work trips, both data sets were applied to develop a hybrid version of system usage by mode for all trips. It should be noted that the appropriate and accurate statistics on shares of usage by ethnicity and income quintile are important because they directly affect EJ analysis outcomes. This area is recommended for further refinement and research.

Highlights about all trips from the statistics included here indicate that active transportation, in particular, walking, becomes much more important for non-work trips. It jumps to over 14 percent from just about 2.5 percent for work trips. While accounting for 20 percent of total households, households in the lowest income quintile show less than 15 percent of total transportation system usage, and their share of the auto mode as the drivers is less than ten percent. On the other hand, usage of the transportation system by low-income households is disproportionately high in other modes, particularly bus, rail transit, passenger rail, walking, and biking. By ethnicity, Hispanics disproportionately use more bus and rail transit, and walk more often than their share of total households or population, while Non-Hispanic Whites use disproportionately higher auto and biking modes, which is similar to their mode usage for work trips.

Table 2. Transportation System Usage by Household Race/Ethnicity

	Auto Mode	Bus	Commuter Rail	Urban Rail	Non-Motorized	Others	Total Usage	Household
Hispanic	36.2%	41.3%	34.7%	39.4%	37.5%	29.6%	36.4%	37.2%
NH White	38.9%	34.1%	40.1%	35.9%	37.6%	44.3%	38.8%	38.0%
NH African American	6.9%	8.7%	6.7%	8.0%	7.5%	5.7%	7.0%	7.2%
NH Native American	0.3%	0.4%	0.3%	0.4%	0.4%	0.3%	0.3%	0.3%
NH Asian	15.1%	13.1%	15.7%	13.9%	14.6%	17.5%	15.1%	14.7%
NH Other Race	2.5%	2.4%	2.5%	2.4%	2.5%	2.6%	2.5%	2.5%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

NH = Non-Hispanic

Table 3. Transportation System Usage by Household Income Quintile

	Auto Mode	Bus	Commuter Rail	Urban Rail	Non-Motorized	Others	Total Usage
Quintile 1	13.8%	45.7%	14.2%	33.1%	26.5%	1.6%	15.9%
Quintile 2	19.1%	29.4%	13.3%	17.0%	18.7%	11.0%	19.1%
Quintile 3	20.3%	11.4%	20.2%	24.4%	17.5%	9.9%	19.7%
Quintile 4	23.3%	6.3%	22.7%	15.1%	18.2%	25.6%	22.3%
Quintile 5	23.5%	7.3%	29.6%	10.4%	19.0%	51.8%	23.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mode Share	86.9%	3.3%	0.1%	0.4%	9.3%	0.0%	100.0%

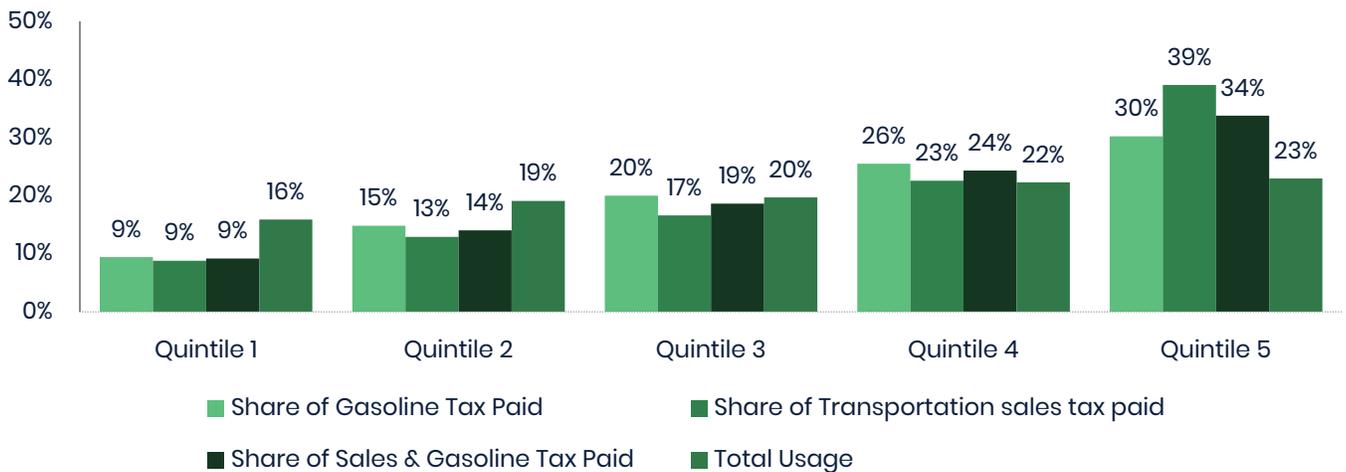
Source: Connect SoCal EJ Technical Report, SCAG 2010 Household Travel Survey, 2009 National Household Travel Survey

Tax Burden

SCAG used the Bureau of Labor Statistics (BLS) Consumer Expenditure Survey data to assess regional expenditures by taxable sales category, provided by California Department of Tax and Fee Administration (CDTFA) and adjusted gross income, provided by California Franchise Tax Board (FTB) in order to estimate transportation funding contributions or taxes paid by income group and race/ethnicity. SCAG also allocated taxable sales and expenditure by income quintile from the consumer expenditure survey and Franchise Tax Board. Different funding sources can impose disproportionate burdens on lower income and minority groups. Sales and gasoline taxes, which are the primary sources of funding the region’s transportation system, were evaluated to demonstrate how tax burdens fall on minority groups.

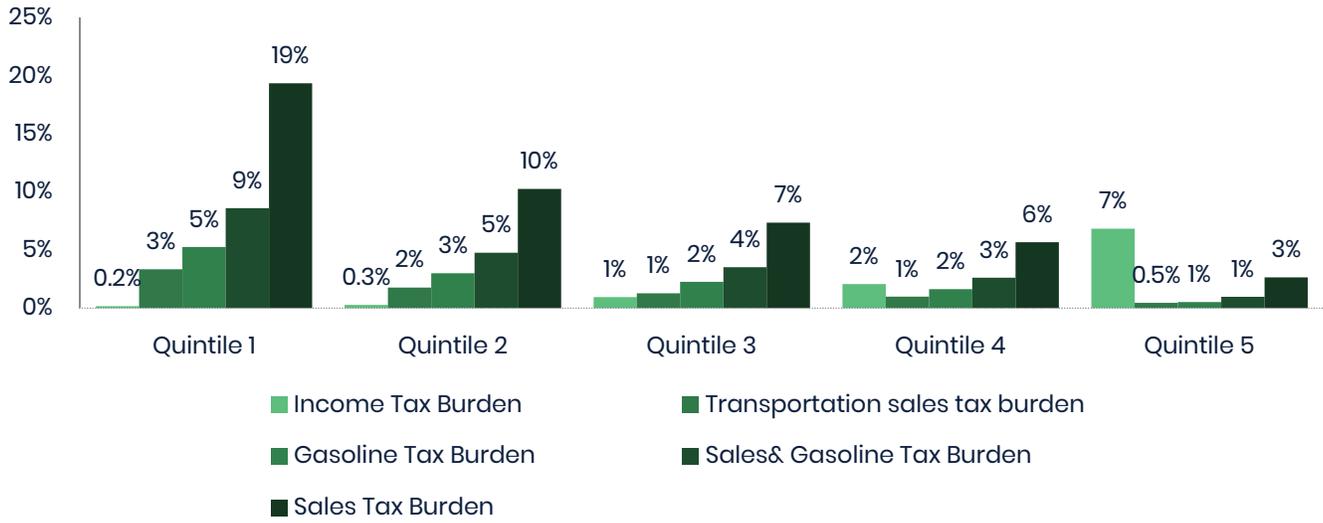
This portion of the analysis includes a comparative examination of the amount of taxes paid (sales tax, gasoline tax, and income tax) by the five respective income groups and for each racial and ethnic minority group. Figure 1 and 2 indicate that taxes paid as a percent of each group’s adjusted gross income puts the heaviest burden on lower-income groups. This is the so-called “regressive” nature of the excise gasoline taxes and retail sales taxes levied primarily on consumer durable and non-durable goods that make up the necessities of daily living.

Figure 1. Taxes Paid by Income Quintile (2016)



Source: Connect SoCal EJ Technical Report, 2016 California Taxable Sales, California Department of Tax Fee and Administration

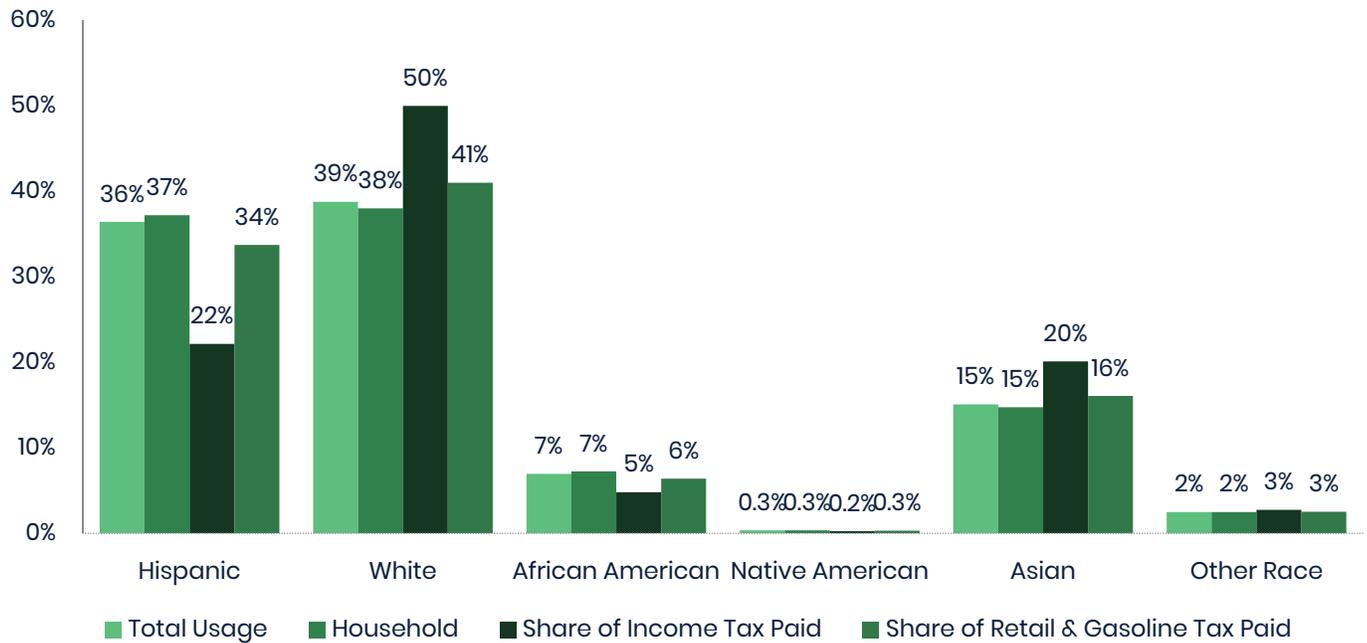
Figure 2. Tax Burdens by Income Quintile: Income, Sales, and Gasoline Taxes (2016)



Source: Connect SoCal EJ Technical Report, 2016 California Taxable Sales, California Department of Tax Fee and Administration

Figure 3 look at projected taxes by race and ethnicity and indicate that tax burdens—measured by various taxes as percentage of total personal income—are expected to fall more heavily on non-minority groups, with Non-Hispanic Whites paying 50 percent of the income taxes and 41 percent of retail and gasoline taxes through the year 2045. Hispanic and Non-Hispanic African American households have a lower shares of tax paid compared to overall household share. Non-Hispanic Asian households pay 16 percent of retail sales and gasoline taxes, and 20 percent of income tax, compared with the 15 percent share of households.

Figure 3. Taxes Paid by Household Race/Ethnicity (2016 – 2045 Average)



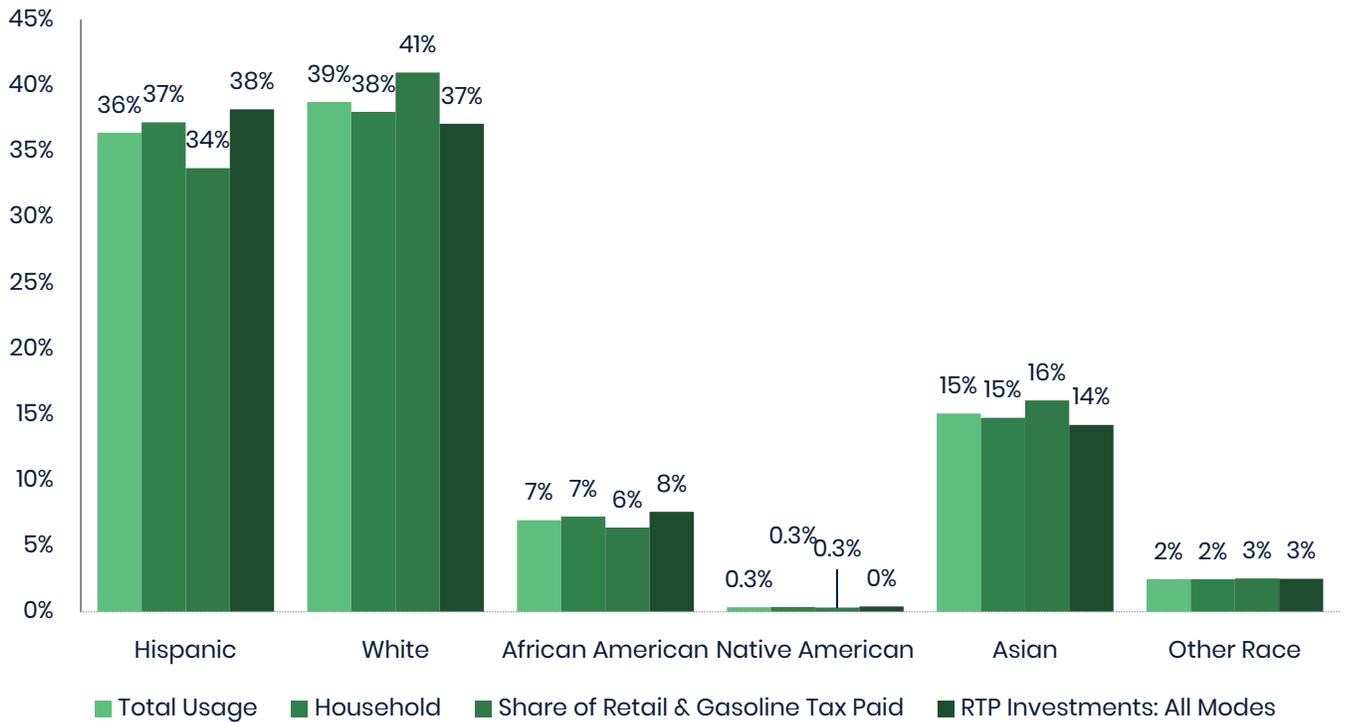
Source: Connect SoCal EJ Technical Report, 2016 California Taxable Sales, California Department of Tax Fee and Administration

RTP Investment Allocation

Transportation investment strategies can impact the transportation choices of low income and minority communities. A disproportionate allocation of resources for various investments can indicate a pattern of discrimination. In its RTP/SCS analysis, SCAG aimed to identify and address the Title VI and environmental justice implications of its planning processes and investment decisions, and utilized a benefit assessment method that considered to what extent various minority groups were receiving value from transportation investments. RTP/SCS expenditures were categorized by mode and then allocated to minority categories based on each group’s household usage share of these modes.

Figure 4 indicates that 2020 RTP/SCS investments will be distributed equitably on the basis of system usage for all racial and ethnic minority groups, generally in line with household share, tax burden, and transportation system usage. For Hispanics, the share of RTP/SCS investments (38 percent) is close to this group’s share of system usage (36 percent), close the overall share of households (37 percent), and all exceeds tax burden (34 percent). For Non-Hispanic Blacks, the share of RTP/SCS investments (8 percent) is in line with their system usage (7 percent) and exceeds the tax burden (6 percent). For Non-Hispanic Asians, the share of RTP/SCS investments (14 percent) closely mirrors the share of households (15 percent), system usage (15 percent), and tax burden (16 percent).

Figure 4. Households, Share of Tax Paid, Transportation Usage and Investment by Race/Ethnicity



Source: Connect SoCal EJ Technical Report, 2016 California Taxable Sales, California Department of Tax Fee and Administration

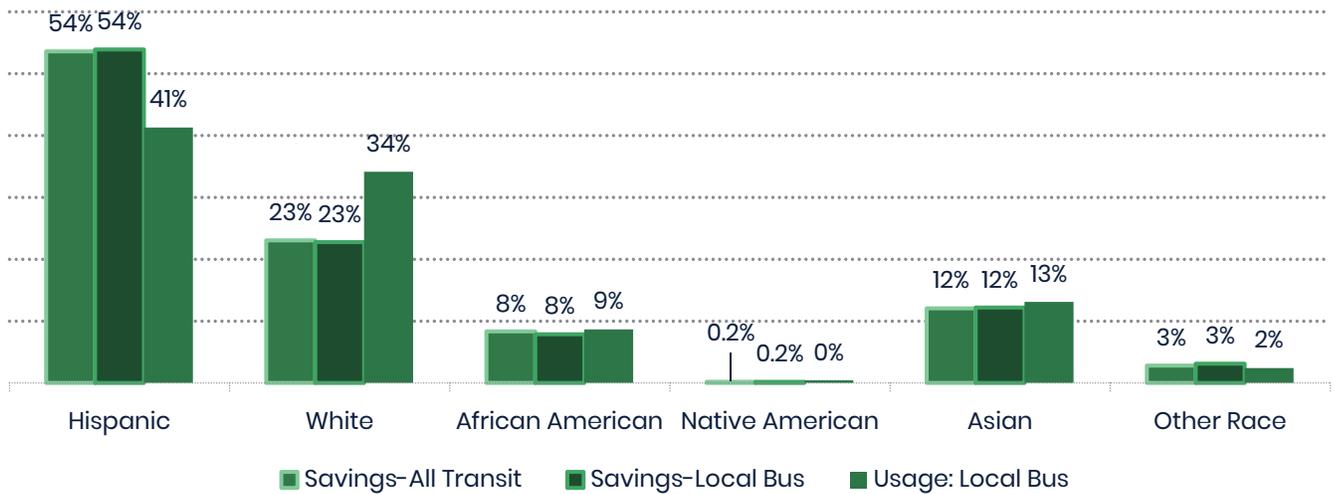
Mobility Benefits (Travel Time Savings)

SCAG analyzed travel time savings resulting from implementation of Connect SoCal investments to determine the share of benefits and burdens for the region’s minority groups. SCAG used the regional travel demand model to assess the distribution of travel time savings for both auto and transit trips that are expected to result from implementation of the plan investments, compared to the baseline or “no project” alternative. This was combined with associated mode usage that was identified for each TAZ in the region to estimate time savings for each minority group.

Figure 5 depicts the distribution of transit travel time and usage benefits by race/ethnicity. All groups are shown to receive a net benefit in travel time savings and usage. The percentages shown represent each group’s share of total regional benefits. Results are shown for local bus and for all transit. Household local bus usage presented previously in Table 2 is provided as a point of comparison.

The Hispanic share of total travel time savings for local bus is 54 percent, compared to their household local bus usage of 41 percent. Non-Hispanic Native Americans and Others show a similar pattern, where their share of transit travel time savings exceeds their share of local bus usage. While Non-Hispanic African Americans are estimated to receive 8 percent of local bus travel time savings, this is slightly less than their share of usage at 9 percent; similar trend is shown for Non-Hispanic Asians.

Figure 5. Share of Travel Time Savings and Usage by Race/Ethnicity



NH = Non-Hispanic

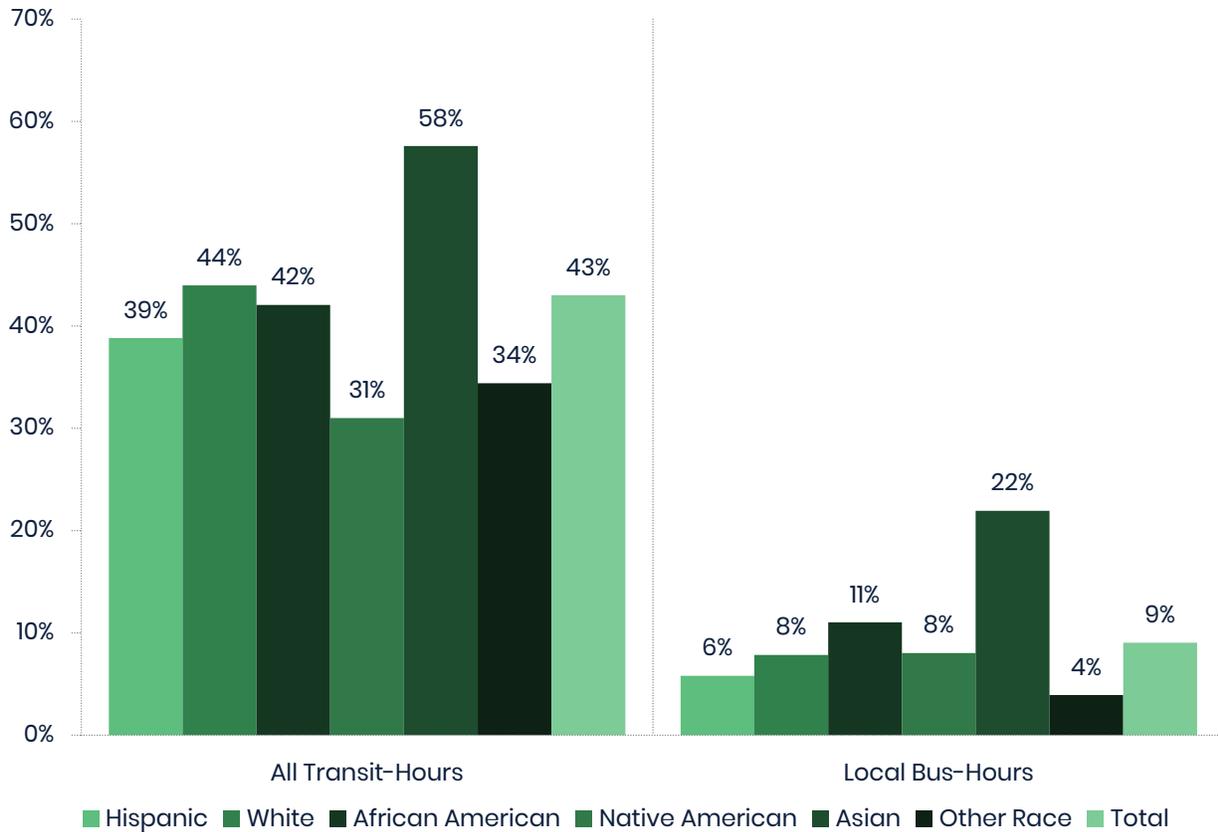
Source: Connect SoCal EJ Technical Report, SCAG Travel Demand Model and Socioeconomic Growth Forecast

Figure 6 depicts the estimated improvement in travel time for each race/ethnicity. All groups are shown to receive a net benefit in travel time savings. The percentages shown represent the transit travel time savings that are estimated to result from implementation of Connect SoCal, compared to the baseline or “no project” alternative. Results are shown for local bus and for all transit. The percentage improvement for all groups in total is provided as a point of comparison.

With respect to local bus travel, Connect SoCal provides a 9 percent improvement in travel time benefits overall. Hispanics, Non-Hispanic Asians, Non-Hispanic Native Americans, and Non-Hispanic African Americans are estimated to also experience local bus travel time savings of 6 percent or higher.

With respect to all transit travel, the Connect SoCal provides a 43 percent improvement in travel time benefits overall. This disaggregates to 58 percent for Non-Hispanic Asians, 39 percent for Hispanics, 42 percent for Non-Hispanic African Americans, 31 percent for Non-Hispanic Native Americans, and 34 percent for Non-Hispanic Others.

Figure 6. Travel Time Improvement by Race/Ethnicity



NH = Non-Hispanic

Source: Connect SoCal EJ Technical Report

Accessibility Benefits (Access to Employment Opportunities)

Accessibility is a foundation for social and economic interactions, and is measured by SCAG in terms of the spatial distribution of potential destinations, the ease of reaching each destination, and the magnitude, quality and character of the activities at the destination sites. Travel costs, in terms of time and money, and destination choice are crucial. The lower the costs of travel, and the greater and more varied the destinations, the higher the level of accessibility. SCAG estimated accessibility to employment opportunities by calculating a regional average of the percentage of jobs that can be accessed within 30 minutes by auto or 45 on transit in Connect SoCal. This was calculated using origin-to-destination travel time matrices produced by the regional travel demand model to identify, for each TAZ, the universe of TAZs accessible within 30 minutes by auto and 45 minutes by transit modes. The total employment in these accessible TAZs was then calculated to determine the percentage share of total regional employment for each TAZ. Each TAZ's racial/ethnic breakdown was also tabulated, allowing for an overall regional average accessibility by race/ethnicity to be calculated.

Figure 7 depicts the Connect SoCal average share of the region’s jobs that are accessible within 45 minutes by transit, by race/ethnicity. Results are shown for local bus and for all transit. For local bus, Hispanics, Non-Hispanic African American, and Non-Hispanic Asians experience accessibility ranging from 0.8 to 0.9 percent. Non-Hispanic Native Americans (0.5 percent) and Non-Hispanic Others (0.6 percent) experience a lower-than average accessibility for local bus and all transit. This may be primarily a function of residential location relative to the opportunities in surrounding areas. SCAG has identified that further research is needed to better understand the residential choices and built environment for these groups.

Figure 7. Access to Employment Opportunities (2016)

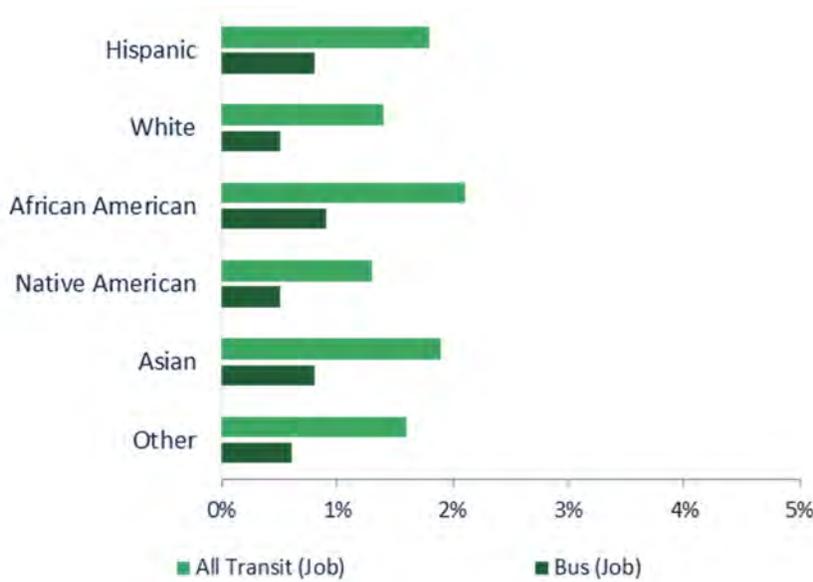
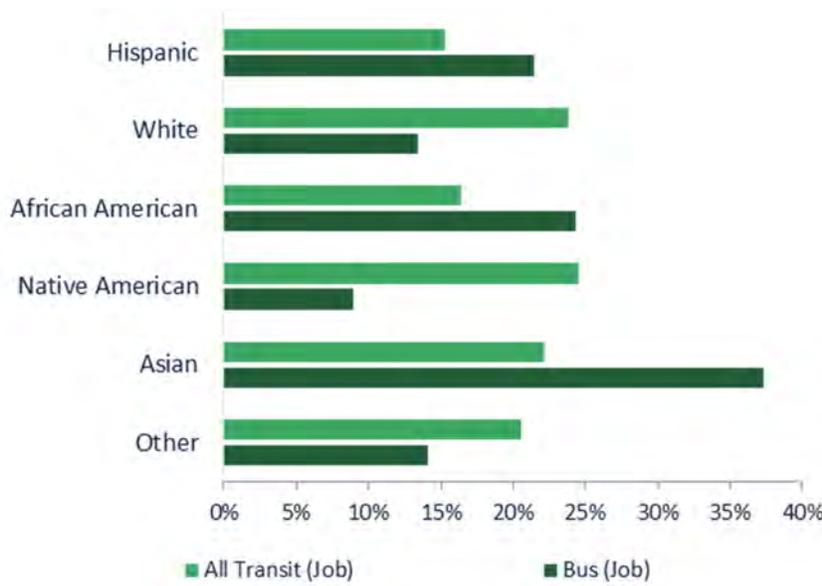


Figure 8 depicts the estimated improvement in accessibility to employment opportunities for each race/ethnicity. All groups are shown to receive a net benefit in accessibility. The percentages shown represent the accessibility improvements that are estimated to result from implementation of the RTP/SCS, compared to the baseline or “no project” alternative. Results are shown for local bus and for all transit. The percentage improvement for all groups in total is provided as a point of comparison.

For local bus, the average regional improvement in accessibility is 19.9 percent overall. Hispanics and Non-Hispanic Native Americans are estimated to experience a 15.2 percent improvement, while Non-Hispanic Asians see a 37.3 percent improvement and Non-Hispanic Blacks have a 24.3 percent improvement. The pattern is similar when looking at all transit, except for Non-Hispanic Blacks. For all transit, Non-Hispanic Blacks are estimated to experience a 16.4 percent improvement in accessibility, below the 20.4 percent average for the region as a whole. This may be because Non-Hispanic Blacks have the highest accessibility of all groups, at 2.1 percent compared to 1.7 percent for the region as a whole (as shown in Figure 7), therefore their rate of improvement may not be as high as for other groups.

Figure 8. Accessibility Improvement by Race/Ethnicity



f) Description of the procedures MPO uses to ensure non-discriminatory pass-through of FTA financial assistance

SCAG passes federal funds to subrecipients without regard to race, color or national origin and the MPO assures that minority populations are not being denied the benefits of or excluded from participation in these programs.

SCAG does not currently administer any FTA discretionary grant programs. County Transportation Commissions (CTCs) in the SCAG region administer competitive selection processes for FTA programs for which SCAG is the designated recipient. The CTCs are all direct recipients of FTA program funds and as such are required to adopt Title VI programs and comply with the related requirements.

SCAG shall prepare and maintain, but not report unless requested by FTA, the following information, as applicable:

- A record of funding requests received from private non-profit organizations, state or local governmental authorities, and Indian tribes. The record shall identify those applicants that would use grant program funds to provide assistance to predominantly minority populations. The record shall also indicate which applications were rejected and accepted for funding.
- A description of how SCAG develops its competitive selection process and annual program of projects submitted to FTA as part of its grant applications. This description shall emphasize the method used to ensure the equitable distribution of funds to subrecipients that serve predominantly minority populations, including Native American tribes, where present. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of minority applicants.
- A description of SCAG's criteria for selecting entities to participate in a FTA grant program.

g) Description of the procedures the agency uses to provide assistance to potential subrecipients in a non-discriminatory manner.

To provide assistance to potential subrecipients on how to provide programs and services in a non-discriminatory, SCAG uses the following procedures:

- Provide each applicant with SCAG's notice to the public informing people of their rights under Title VI
- Provide each applicant with SCAG's procedures on how to file a Title VI complaint
- Provide technical assistance and education to applicants with regards to any Title VI question
- Reply to questions during the application process in a manner that not give an applicant an advantage over other applicants
- Provide relevant Title VI demographic information or data to applicants as requested

Appendix A

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TITLE VI NON-DISCRIMINATION

POLICY STATEMENT

November 5, 2020

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Southern California Association of Governments is committed to complying with the requirements of Title VI in all of its programs and activities.

Kome Ajise
Executive Director

Attachment: SCAG Title VI Program (Resolution No. 20-626-1 Regarding the SCAG 2020 Title VI Program)

Appendix B

NOTIFYING THE PUBLIC OF RIGHTS UNDER TITLE VI

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

As a direct recipient of Federal funds, the Southern California Association of Governments (SCAG) is committed to complying with the requirements of Title VI in all of its programs and activities. SCAG operates its program and services without regard to race, color or national origin in accordance with Title VI. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with SCAG.

For more information on SCAG's Title VI Program, and the procedures to file a complaint, please visit our website at: <http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>; contact (213) 236-1895; or visit our office at 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

A complainant may also file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

If information is needed in another language, contact (213) 236-1895.

Si se necesita informacion en otro idioma, llame (213) 236-1895.

如果你需要用另一種語言獲取此信息，請聯繫 (213) 236-1895.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895 에게 연락하시기 바랍니다.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng các ngôn ngữ khác, xin liên lạc với (213) 236-1895.

NOTIFICACIÓN PARA EL PÚBLICO SOBRE
LOS DERECHOS DE ACUERDO CON LO QUE DISPONE EL TÍTULO VI
(TITLE VI, según sus siglas en inglés)

ASOCIACIÓN DE GOBIERNOS DEL SUR DE CALIFORNIA

Como beneficiaria directa de los fondos Federales, la Asociación de Gobiernos del Sur de California (SCAG) se compromete a cumplir con los requisitos del Título VI en todos sus programas y actividades. SCAG opera su programa y servicios sin importar cuál sea la raza, color o nacionalidad de acuerdo con lo que dispone el Título VI. Toda persona que crea que ha sido ofendida por alguna práctica ilegal de discriminación de acuerdo con lo que estipula el Título VI puede presentar una queja ante SCAG.

Si desea más información sobre el Programa del Título VI de SCAG, así como los procedimientos para presentar una queja, por favor visite nuestro sitio web en: <http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>; llame al (213) 236-1895; o visite nuestra oficina principal en 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

Toda persona que quiera presentar una queja puede hacerlo directamente ante la Administración Federal de Tránsito en la Oficina de Derechos Civiles, dirigiéndola a Title VI Program Coordinator (Coordinador del Programa del Título VI), East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

Si necesita información en otro idioma, llame al (213) 236-1895.

《民權法》第六章公共通知南加州大都市協會

作為一個直接接收聯邦政府撥款的組織，南加州大都市協會（“協會”）承諾協會的所有規劃，方案，活動會遵守《民權法》第六章的規定。協會指定的規劃，運作方案，以及提供的行政服務嚴格遵守《民權法》第六章關於禁止考慮種族，膚色，或出生地為由的歧視。任何人如果相信他/她的權益有受到歧視行為的侵害，違反的《民權法》第六章的規定可以向協會提出控訴。

想要更多了解協會《民權法》第六章的執行方案，以及如何向協會提出違反法案的控訴，可以登錄我們的網站：
<http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>；撥打我們的電話

(213) 236-1895；或者訪問我們的辦公室（地址：900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017。

控訴人也可以直接將控訴提交給美國運輸部，民權辦公室，第六章權益法案協調人。地址：

Office of Civil Rights
Attention: Title VI Program Coordinator East Building, 5th Floor-TCR
1200 New Jersey Ave., SE
Washington, D.C. 20590

如果您需要將此通知翻譯成其他語言，請撥打（213）236-1895。

민권법 6장에 의거한 권리에 대한 공지 남캘리포니아정부연합 (SCAG)

1964년 민권법 제6장은 미국에서는 어떤 사람도 인종, 피부색, 국적으로 인해 연방정부가 재정지원을 하는 제반 프로그램 및 업무활동의 참여에서 제외되거나, 그 혜택을 거부당하거나, 차별을 받아서는 아니된다고 규정하고 있습니다.

SCAG은 연방자금을 직접 지원받는 기관으로서, 민권법 제6장의 규정을 준수할 의무가 있습니다. SCAG은 제반 프로그램 및 업무활동을 수행함에 있어서 인종, 피부색, 국적 등을 고려하지 않습니다. SCAG의 제반 프로그램 및 업무활동의 수행과 관련하여, 불법적인 차별을 경험한 자는 민권법 제6장에 의거하여 SCAG에 불만사항을 접수할 수 있습니다.

SCAG의 민권법 제6장 프로그램과 불만사항의 제출요령 등에 대한 자세한 내용은 SCAG 웹사이트 (<http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>) 를 방문하거나, (213) 236-1895로 문의할 수 있으며, SCAG의 본부사무실 (900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017) 을 방문하여서 구할 수 있습니다.

불만사항은 연방대중교통청 (Federal Transit Administration)의 민권담당부서(Office of Civil Rights)에 직접 접수할 수도 있으며, 접수처는 다음과 같습니다: Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895로 연락하시기 바랍니다.

THÔNG BÁO CHO CÔNG CHÚNG VỀ CÁC QUYỀN ĐƯỢC HƯỞNG THEO TITLE VI HIỆP HỘI CÁC CHÍNH PHỦ NAM CALIFORNIA

Là một tổ chức trực tiếp nhận ngân quỹ Liên Bang, Hiệp Hội Các Chính Phủ Nam California (SCAG) cam kết theo đúng những đòi hỏi của Title VI trong tất cả những chương trình và hoạt động của mình. Tuân thủ Title VI, SCAG điều hành những chương trình và dịch vụ của mình không phân biệt sắc dân, màu da hoặc quốc tịch gốc. Bất cứ người nào tin tưởng rằng mình đã bị thiệt hại bởi bất kỳ một hành vi kỳ thị bất hợp pháp nào theo Title VI đều có thể nộp một đơn khiếu nại với SCAG.

Muốn biết thêm chi tiết về Chương Trình Title VI Program của SCAG, cùng những thủ tục nộp một đơn khiếu nại, xin vui lòng thăm trang mạng của chúng tôi tại: <http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>; xin liên lạc (213) 236-1895; hay thăm văn phòng chính của chúng tôi tại 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

Người Khiếu Nại cũng có thể nộp thẳng một đơn khiếu nại với Cơ Quan Liên Bang Federal Transit Administration bằng cách nộp một đơn khiếu nại cho Văn Phòng Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng một ngôn ngữ nào khác, xin liên lạc với (213) 236-1895.

Appendix C

Southern California Association of Governments Title VI Complaint Procedures

As a recipient of federal funds from the Federal Highway Administration and the Federal Transit Administration, the Southern California Association of Governments (SCAG) is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color or national origin, as provided in Title VI of the Civil Rights Act and Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time.

SCAG is committed to:

- Ensuring that the level and quality of regional planning is provided without regard to race, color, or national origin;
- Identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Integrating into its activities an analytical process that identifies the benefits and burdens of its investments on different socioeconomic groups, identifying imbalances and responding to the analyses produced;
- Promoting the full and fair participation of individuals in low income and minority communities in regional planning and programming decision making;
- Addressing as appropriate the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- Ensuring meaningful access to programs and activities by persons with limited English proficiency.

SCAG's Executive Director and staff are responsible for carrying out SCAG's commitment to Title VI. Specifically, SCAG's Chief Counsel shall serve as SCAG's Title VI Compliance Officer and is responsible for overseeing SCAG's Title VI-related activities, including the receipt and investigation of any Title VI complaints.

The process for addressing a Title VI complaint is as follows:

1. **Submission of Complaint:** Any person who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color or national origin, or has been subjected to discrimination prohibited under Title VI may file a written complaint with SCAG using the appropriate complaint form, a copy of which is attached as Exhibit 1 to these procedures. A complaint may also be filed by a representative on behalf of such a person. All complaints must be referred to SCAG's Chief Counsel, serving as the agency's Title VI Compliance Officer, for review and action.
 - (a) Such complaint must be filed within sixty (60) calendar days after the date of the alleged act of discrimination.

- (b) Complaints shall be in writing and shall be signed by the Complainant and/or the Complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the alleged discrimination. At a minimum, the complaint shall include the following information:
- (1) Name, mailing address, and how to contact the complainant (i.e. telephone number, email address, etc.).
 - (2) Basis of complaint (i.e., race, color, or national origin).
 - (3) Date of alleged discriminatory act(s).
 - (4) How, when, where and why Complainant alleges he or she was discriminated against. Include the location, names and contact information of any witnesses.
 - (5) Other significant information.
2. Review of Complaint: Within ten (10) calendar days of receipt of the complaint, SCAG's Chief Counsel shall inform the Complainant in writing of the proposed action to process the complaint and advise the Complainant of other avenues of redress, such as submitting complaint with Federal Transit Administration. The Chief Counsel shall also inform SCAG's Executive Director of receipt of the complaint. Thereafter, the Chief Counsel shall investigate the Complaint, or authorize the conduct of an investigation of the Complaint. Review of the complaint shall be completed no later than sixty (60) calendar days after the date SCAG received the complaint. If more time is required, the Chief Counsel shall notify the Complainant of the estimated time-frame for completing the review. Upon completion of the review of the complaint, the Chief Counsel shall issue SCAG's written response to the Complainant, addressing the merits of the complaint and if applicable, recommending any improvements to SCAG's processes relative to Title VI, as appropriate.
 3. Request for Reconsideration: If the Complainant disagrees with the written response by SCAG's Chief Counsel, he or she may request reconsideration by submitting a written request for reconsideration to SCAG's Executive Director within fourteen (14) calendar days of the date of the written response. The request for reconsideration shall be sufficiently detailed to contain any items the Complainant feels were not fully understood by the Chief Counsel. The Executive Director will notify the Complainant of his or her decision either to accept or reject the request for reconsideration within ten (10) calendar days. In cases where the Executive Director agrees to reconsider, the matter shall be re-evaluated by the Executive Director or his or her designee, and a written determination shall be made within thirty (30) days of the Executive Director's acceptance of the request for reconsideration.
 4. Submission of Complaint to the Federal Transit Administration: If the Complainant is dissatisfied with SCAG's resolution of the Title VI complaint, he or she may also submit a complaint to the Federal Transit Administration for investigation. In accordance with Chapter IX, Complaints, of FTA Circular 4702.1B, such a complaint must be submitted within 180calendar days after the date of the alleged discrimination. Chapter IX of the FTA Circular 4702.1B, which outlines the complaint process to the Federal Transit Administration, may be obtained by requesting a copy from SCAG's Chief Counsel at (213) 236-1920.

If information is needed in another language, contact (213) 236-1895.

Si se necesita informacion en otro idioma, llame (213) 236-1895.

如果你需要用另一種語言獲取此信息, 請聯繫 (213) 236-1895.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895 에게 연락하시기 바랍니다.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng các ngôn ngữ khác, xin liên lạc với (213) 236-1895.

If yes, please check all that apply:

____ Federal Agency ____ Federal Court ____ State Agency

____ State Court ____ Local Agency

Please provide information about a contact person of the agency or court where the complaint was filed:

Name _____

Address _____

City, State and Zip Code _____

Telephone Number _____

5. Will you be representing yourself in this complaint? [] Yes [] No

If no, please provide information about the person who will be serving as your representative in this complaint:

Name _____

Address _____

City, State and Zip Code _____

Telephone Number _____

Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Signature _____

Date _____

Please mail or submit this form to:

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Sociación de Gobiernos del Sur de California Procedimientos para Quejas Relacionadas con el Título VI (TITLE VI, según sus siglas en inglés)

Como beneficiaria de fondos federales de la Administración Federal de Carreteras y la Administración Federal de Tránsito, la Asociación de Gobiernos del Sur de California (SCAG), de acuerdo con lo que dispone el Título VI de la Ley de Derechos Civiles y el Título 49 del Código de Reglamentos Federales, Parte 21, así como cualquier enmienda que se le haga en el futuro, se compromete a asegurar que no se le excluya a ninguna persona de que participe, se le nieguen los beneficios o se le discrimine en sus proyectos, programas o actividades debido a su raza, color o nacionalidad.

SCAG se compromete a:

- Asegurar que se proporcione el nivel y la calidad de planificación regional sin importar la raza, el color o nacionalidad;
- Identificar y hacer frente, según sea apropiado, a los efectos desproporcionadamente altos y adversos en la salud de los seres humanos y del medio ambiente, incluyendo los efectos socioeconómicos de los programas y las actividades tanto en las poblaciones de minorías como en poblaciones de bajos ingresos.
- Integrar en sus actividades un proceso analítico que identifique los beneficios y el impacto negativo de sus inversiones en diferentes grupos socioeconómicos, identificando los desequilibrios y respondiendo a los análisis producidos;
- Promover la participación plena y justa de los individuos de las comunidades de minorías y de bajos ingresos en la planificación regional y en la programación de la toma de decisiones;
- Atender, según se considere apropiado, el problema de que se nieguen, reduzcan o retrasen los beneficios relacionados con los programas y actividades que benefician a las poblaciones de minoría o las poblaciones de bajos ingresos; y
- Garantizarles a todas las personas con dominio limitado del inglés un acceso significativo a los programas y actividades.

El Director Ejecutivo y el personal de SCAG son responsables de cumplir el compromiso que SCAG tiene hacia el Título VI. Específicamente, el Abogado en Jefe de SCAG fungirá como el Funcionario de Cumplimiento del Título VI de SCAG y tiene la responsabilidad de supervisar las actividades de SCAG relacionadas con el Título VI, incluyendo el recibir y realizar la investigación de cualquier queja bajo este Título.

El proceso para atender una queja del Título VI es la siguiente:

1. Presentación de la Queja: Toda persona, ya sea individualmente o como miembro de un grupo de personas, que sienta que, debido a su raza, color o nacionalidad, ha sido sometida a discriminación que prohíbe el Título VI puede presentar una queja ante SCAG usando el formulario apropiado para quejas que se adjunta a estos procedimientos como Anexo 1. Una queja también puede ser presentada por un representante en nombre de dicha persona. Todas las quejas deberán ser remitidas al Abogado en Jefe de SCAG, que fungirá como el Funcionario de Cumplimiento del Título VI de la agencia, para revisar la queja.
 - (a) Dicha queja deberá ser presentada dentro de sesenta (60) días calendario después de la fecha del supuesto acto de discriminación.
 - (b) Las quejas deberán hacerse por escrito y estar firmadas por el Querellante o persona que esté presentando la queja y/o su representante. Las quejas deberán exponer tan detalladamente como sea posible los hechos y circunstancias en torno a la supuesta discriminación. Como mínimo, la queja deberá incluir la siguiente información:
 - (1) Nombre, dirección postal, y cómo comunicarse con el Querellante (por ejemplo, número de teléfono, correo electrónico, etc.).
 - (2) Base de la queja (por ejemplo, raza, color o nacionalidad).
 - (3) Fecha de los supuestos actos de discriminación.
 - (4) Cómo, cuándo, dónde y por qué el Querellante afirma que se le ha discriminado. Incluir el lugar, los nombres e información para contactar a cualquiera de los testigos.
 - (5) Otra información importante.
2. Revisión de la Queja: Dentro de los diez (10) días calendario de haber recibido la queja, el Abogado en Jefe de SCAG le informará por escrito al Querellante la acción propuesta para procesar la queja y asesorará al Querellante sobre otras avenidas para rectificarla, como presentar la queja en la Administración Federal de Tránsito. El Abogado en Jefe también informará al Director Ejecutivo de SCAG que se ha recibido una queja. A partir de ahí, el Abogado en Jefe investigará la queja o autorizará que se lleve a cabo una investigación de la misma. La revisión de la queja se deberá finalizar a más tardar sesenta (60) días calendario después de la fecha en la que SCAG la haya recibido. Si se requiere más tiempo, el Abogado en Jefe notificará al Querellante cuál es el período de tiempo estimado para que se termine la revisión. Una vez terminada la revisión de la queja, el Abogado en Jefe enviará por escrito la respuesta de SCAG al Querellante, abordando los méritos de la queja y, si corresponde, recomendando cualquier mejora a los procesos de SCAG en relación con el Título VI.

3. Petición para Reconsideración: Si el Querellante no está de acuerdo con la respuesta por escrito dada por el Abogado en Jefe de SCAG, el Querellante puede solicitar una reconsideración al Director Ejecutivo de SCAG dentro de catorce (14) días calendario a partir de la fecha de la respuesta por escrito. La petición para la reconsideración deberá estar lo suficientemente detallada de manera que incluya cualquier concepto que el Querellante considere que no haya entendido totalmente el Abogado en Jefe. El Director Ejecutivo le notificará al Querellante su decisión de aceptar o rechazar la petición para la reconsideración dentro de diez (10) días calendario. En casos en los que el Director Ejecutivo esté de acuerdo en reconsiderar, el asunto será reevaluado por el Director Ejecutivo o su designado, y se hará una determinación por escrito dentro de treinta (30) días de que el Director Ejecutivo acepte la petición para reconsideración.
4. Presentación de la Queja ante la Administración Federal de Tránsito: Si el Querellante no está satisfecho con la resolución de la queja del Título VI a la que llegó SCAG, puede presentar una queja a la Administración Federal de Tránsito para que se investigue. De acuerdo con el Capítulo IX, Quejas, de la Circular 4702.1B de FTA, dicha queja deberá ser presentada dentro de 180 días calendario después de la fecha de la supuesta discriminación. Se puede obtener el Capítulo IX de la Circular 4702.1B de FTA, que describe el proceso de queja ante la Administración Federal de Tránsito, solicitando una copia al Abogado en Jefe de SCAG llamando al (213) 236-1920.

Si se necesita información en otro idioma, llame al (213) 236-1895.

Anexo 1 – Formulario de SCAG para Quejas Relacionadas con el Título VI

Nombre _____

Dirección _____

Ciudad_Estado_Zona Postal _____

Número de Teléfono del Hogar _____

Número de Teléfono del Trabajo _____

Correo electrónico _____

1. Lo discriminaron debido a:

Raza Nacionalidad Color Otro _____

2. Fecha del Supuesto Incidente: _____

3. Por favor explique tan claramente como sea posible lo que pasó y de qué manera lo discriminaron. Indique el lugar y quién estuvo involucrado. Asegúrese de incluir los nombres y la información para contactar a cualquier testigo. Si necesita más espacio, por favor adjunte páginas adicionales o use la parte de atrás de este formulario.

4. ¿Ha presentado esta queja ante alguna otra agencia federal, estatal o local, o ante un tribunal federal o estatal? Sí No

5. Si la respuesta es sí, por favor marque todo lo que corresponda:

_____ Agencia Federal _____ Tribunal Federal _____ Agencia Estatal

_____ Tribunal Estatal _____ Agencia Local

Por favor proporcione información sobre la persona a quien tiene que contactar en la agencia o tribunal en donde se presentó la queja.

Nombre _____ Dirección _____

Ciudad, Estado y Zona Postal _____ Número de Teléfono _____

6. ¿Se representará usted mismo en esta queja? [] Sí [] No

Si la respuesta es no, por favor proporcione información sobre la persona que será su representante en esta queja:

Nombre _____ Domicilio _____

Ciudad, Estado y Zona Postal _____ Número de Teléfono _____

Por favor firme a continuación. Puede adjuntar cualquier material por escrito u otra información que piense que es relevante para su queja.

Firma _____ Fecha _____

Por favor envíe por correo o presente este formulario en:

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

南加州政府協會 (SCAG) 美國聯邦民權法案第六條(Title VI)投訴程序

作為聯邦公路管理局(FHWA)和聯邦公共交通管理局(FTA)的聯邦基金接受者，南加州政府協會(SCAG) 致力確保在其項目、計劃或活動中沒有對任何種族、膚色或是國籍人群的歧視、包括排除參加和忽視他們的自身利益。這些法律要求出自美國民權法案第六條(Title VI) 和聯邦管理法規(Code of Federal Regulations) 第21部分第49條，同時這些法律要求會不定時的修改。

南加州政府協會承諾：

- 保證提供區域規劃的水平和質量，不涉及種族、膚色或是國籍；
- 恰當地鑑別和表達不成比例的、高度改變個人健康和環境影響的項目或者活動，包括對於少數裔族和低收入人群的社會經濟和環境影響；
- 綜合分析過程，辨認其投資對於不同社會經濟群體的益處及負擔，辨認不平衡影響，以及對這些分析結果的應對方案；
- 鼓勵低收入和少數裔族積極和公平參與區域規劃和項目決策的討論；
- 恰當地表達對於低收入和少數裔族有益處的項目和活動的否決、減少和延遲；
- 保證英文水平不佳者能夠有多樣化的途徑了解項目和活動。

南加州政府協會的執行官和工作人員有責任落實對於美國民權法案第六條(Title VI) 的承諾。具體來說，南加州政府協會的首席法律顧問將承擔監督第六條投訴程序相關的行為，包括接待和調查第六條投訴程序的投訴者。

Title VI投訴程序的實施流程如下：

1. **提交投訴**：任何個人或組織代表，如果認為自己因種族、膚色或民族血統而受到南加州政府協會的歧視，可以填寫並提交該機構的VI 條規定投訴表（見附表1）。投訴也可以由代理人提交。所有投訴必須提交給南加州政府協會首席律師、同時也是協會Title VI投訴的管理官員、來審理和批复所有投訴。
 - (a) 投訴必須在認為被歧視發生後60日內提交。
 - (b) 投訴必須由投訴人或代理人親筆填寫並簽字。投訴人應盡可能詳細描述歧視發生的事實和環境。投訴應至少包含以下內容：
 - (1) 姓名，地址以及聯繫方式（電話號碼，電子郵箱等）。
 - (2) 主要投訴內容（種族，膚色或民族血統）。
 - (3) 指控的歧視事件發生時間。
 - (4) 時間，地點，方式以及為何此投訴認為當事人被歧視對待。應包含任何目擊證人的地址，姓名和聯繫方式。
2. **投訴審理**：在收到投訴的10日內，南加州政府協會的首席律師應以書面形式通知投訴人關於投訴的建議處理方案，並提供給投訴人其他投訴方式，如向聯邦公共交通管理局提起投訴。首席律師還將此投訴通知南加州政府協會的執行官。此後，首席律師將直接或者授權其他工作人員對投訴者的投

訴進行調查。投訴審理必須在南加州政府協會收到投訴後60天內完成。如需延期，南加州政府協會的首席律師將通知投訴人預估的審理完成時間。在投訴審理完成的基礎上，首席律師將向投訴人發出南加州政府協會書面回復。如可能，說明投訴的益處並適時地介紹SCAG遵循TitleVI過程的改進方法。

3. **投訴復議**：如果不接受南加州政府協會首席律師提供的書面回復，投訴人可以在書面回復日期之後的14天內以書面形式向南加州政府協會的執行官提出投訴復議請求。投訴復議請求應詳細包含任何投訴人認為未被首席律師理解的細節。執行官將在10日內通知投訴人接受或拒絕投訴復議請求的決定。如果執行官同意接受復議請求，此投訴將由執行官和或執行官授權人重新審理。審理結果應以書面形式在執行官接受復議請求的30天內給出。

4. **投訴提交至聯邦公交通管會**：如果對南加州政府協會的處理結果不滿意，投訴人可以向聯邦公共交通管理局（FTA）提起投訴。根據聯邦公共交通管理局Circular 4702.1B第IX章中對投訴人的規定，投訴人必須在指控的歧視事件發生180天內提起投訴。投訴到聯邦公共交通管理局的流程，寫在FTA Circular 4702.1B的第IX章，投訴人可以通過撥打南加州政府協會首席律師的電話（213）236-1928獲得流程複印件。

如果需要另一種語言的信息，請聯繫(213) 236-1895.

附件1 南加州政府協會第六條投訴程序表格

姓名

地址

城市 _____ 州 _____ 郵編 _____

家庭電話 _____

工作電話 _____

電子郵件 _____

1. 是因為 _____ 被歧視
[] 裔族 [] 民族血統 [] 膚色 [] 其他 _____

2. 發生的時間 _____

3. 請盡可能清楚地解釋發生了什麼和您是如何被歧視對待的。說明地點和誰牽涉其中。請包含姓名和聯繫方式包括任何目擊者。如果需要更多的空間，請另外加紙，或使用這張表格的背面。

4. 您是否有向其他任何聯邦、政府或者當地機構，或是任何聯邦或者州法院投訴？

是 否

如果是，請在下面合適處打勾

_____ 聯邦機構 _____ 聯邦法院 _____ 州機構 _____ 州法院

_____ 當地機構

請提供關於您投訴的機構或者法院聯繫人的信息： 姓

名

_____ 地址

城市、州和郵編 _____

電話 _____

5. 您是否願意在這次投訴中代表您自己？ 是 否

如果否，請提供您代理人的信息姓

名

_____ 地址

城市、州和郵編 _____

電話 _____

請在下方簽名。您可以提供任何書面材料或者其他您認為和投訴相關的材料。簽名_

_____ 日期 _____

請郵寄或者提交此表格到

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

남캘리포니아정부연합 (SCAG) 민권법 6장 불만 처리 과정

남캘리포니아정부연합 (SCAG)은 연방고속도로청 및 연방대중교통청 (The Federal Highway Administration and the Federal Transit Administration)의 연방자금을 지원받는 기관으로서, 수시로 개정될 수 있는 민권법 제6장과 연방규정집 타이틀제49장 (Title 49, Code of Federal Regulations) 파트 21에 의거하여 어느 누구도 인종, 피부색, 국적에 의하여 제반 프로젝트와 프로그램 및 업무활동 등의 참여로부터 제외되거나, 그 혜택을 거부당하거나, 차별을 받지 아니하도록 보장하여야 합니다.

SCAG은 다음과 같은 사항을 보장하여야 합니다.

- 인종, 피부색, 출신 국가에 관계없이 수준 높은 지역계획을 제공함.
- 과도하게 주민의 건강을 해치고 지역의 환경을 오염시키는 경우를 확인하고 적절하게 대처하여야 함. 특히, SCAG 프로그램 및 업무활동에 따른 소수 인종 및 저소득층의 사회적 및 경제적 영향을 포함함.
- 공공투자가 여러 사회 경제적 집단에 미치는 편익과 부담을 계산하는 분석과정을 주요 업무활동의 하나로 간주하고, 편익과 부담의 불균형을 확인하며, 분석결과에 대하여 적절하게 대처함.
- 지역 계획 및 프로그램 의사 결정시에는 저소득층 및 소수 민족 사회의 완전하고 공정한 개인 참여를 촉진함.
- 소수 인종 및 저소득층 혜택 프로그램 및 업무활동과 관련한 혜택의 거부, 축소, 또는 지연에 대하여 적절하게 대처함.
- 영어 능력이 제한된 사람들이 제반 프로그램과 업무활동에 대하여 실질적인 접근이 가능하도록 함.

SCAG의 Executive Director (ED) 와 직원들은 민권법 제6장에 대한 SCAG의 책무를 이행할 책임이 있습니다. 특히, SCAG의 수석법률고문 (Chief Counsel) 은 SCAG의 민권법 제6장

준법담당관의 역할과 더불어 민권법 제6장과 관련한 불만 접수 및 조사를 포함한 SCAG의 제반 업무를 책임집니다.

민권법 제6장과 관련한 불만 처리 절차는 다음과 같습니다.

1. 불만사항 제출: 개인적으로나 한 집단의 구성원으로서 민권법 제6장에서 금지하고 있는 인종, 피부색 또는 출신 국가에 대한 차별을 겪은 이는 남녀를 불문하고 누구나 SCAG에서 제공하는 제출양식을 이용하여 이의를 제기할 수 있습니다. 해당 양식의 사본은 부록1에 첨부되어 있습니다. 불만사항은 대리인이 대신하여 신청할 수 있습니다. 모든 불만사항은 검토 및 조치를 위하여 SCAG의 민권법 제6장 준법담당관인 SCAG의 수석법률고문에게 문의하여야 합니다.
 - a. 불만사항은 차별의 혐의가 있는 날로부터 60일 이내에 제출되어야 합니다.
 - b. 불만사항은 서면으로 제출되어야 하며, 신청인 또는 신청인의 대표자의 서명이 필요합니다. 불만사항은 차별에 대한 정황이 가능한 한 자세하게 명시되어야 합니다. 최소한 불만사항은 다음과 같은 정보가 포함되어야 합니다.
 - i. 이름, 주소, 연락처 (예, 전화번호, 이메일주소 등)
 - ii. 불만사항 종류 (예, 인종, 피부색, 또는 출신 국가)
 - iii. 차별 행위 발생 날짜
 - iv. 차별 행위가 발생한 경로, 장소 및 차별이라 생각하는 이유. 가능하다면 목격자의 장소, 이름, 연락처 포함
 - v. 기타 중요한 정보
2. 불만사항의 검토: 불만사항 접수 후 10 일 이내에 SCAG의 수석법률고문은 신청인에게 불만사항 처리를 위해 제안된 조치를 서면으로 통보해야하고, 연방 대중교통청에 불만사항을 제출하는 등 시정의 다른 방안을 조언할 수 있습니다. 수석법률고문은 또한 SCAG의 ED에게 불만사항 접수를 통보해야합니다. 그 후, 수석법률고문은 불만사항을 조사하거나 불만사항에 대한 조사의 수행을 승인하여야 합니다. 불만사항의 검토는 SCAG이 불만사항을 접수받은 날로부터 60 일 이내에 완료되어야 합니다. 더 많은 시간이 필요한 경우, 수석법률고문은 신청인에게 검토 완료 예상 시간을 통지하여야

합니다. 불만사항 검토가 완료되면, 수석법률고문은 신청인에게 불만 접수에 대한 이점을 강조하거나, 민권법 제6장과 관련한 SCAG의 처리절차 개선에 대한 권고사항 등을 포함하여 서면으로 답변합니다.

3. 재검토 요청: 신청인이 SCAG의 수석법률고문에 의한 서면으로 답변한 내용에 동의하지 않을 경우, 서면 답변의 날짜로부터 14 일 이내에 SCAG의 ED에게 재심 요청을 서면으로 제출하여 재검토를 요청할 수 있습니다. 재심 요청은 신청인이 수석법률고문의 답변에 의해 이해되지 않은 모든 항목을 포함하여 상세히 열거해야 합니다. ED는 10 일 이내에 재심 요청을 수락하거나 거부한다는 자신의 결정을 신청인에게 통지할 것입니다. ED가 재고하기로 동의한 경우, 불만사항은 ED 또는 ED가 지정한 이에 의하여 재평가될 것입니다. 서면 결정은 재심 요청이 ED의 재심 요청 승인 후 30 일 이내에 이루어져야 합니다.
4. 연방대중교통청에 불만사항 제출: 신청인이 SCAG의 민권법 제6장 불만 결정에 대하여 불만족할 경우, 연방대중교통청에 불만사항 조사를 접수할 수 있습니다. FTA Circular 4702.1B 9장에 따르면, 불만사항은 차별이 발생한 날로부터 180일 이내에 제출되어야 합니다. FTA Circular 4702.1B 9장에는 연방대중교통청의 불만 처리가 기술되어 있으며, SCAG의 수석법률고문 (213-236-1928)에게 사본을 요청할 수 있습니다.

혹시 다른 언어로 된 정보가 필요하시면 (213) 236-1895로 연락하시기 바랍니다.

부록 1 – SCAG 민권법 6장 불만 접수 양식

이름 _____

주소 _____

도시 _____ 주 _____ 우편번호 _____

주택전화번호 _____

직장전화번호 _____

이메일 주소 _____

1. 당신의 불만사항은 다음 중 어느 것에 해당합니까?

[] 인종 [] 출신 국가 [] 피부색 [] 기타 _____

2. 사건이 발생한 날짜: _____

3. 가능한 명확하게 어떤 차별을 어떻게 겪었는지 기술하여 주십시오. 해당 차별 발생 장소와 누가 관계되어 있는지를 기술하여 주십시오. 가능하다면 목격자의 이름과 연락처를 같이 기재해 주십시오. 기재공간이 부족한 경우, 해당 양식의 뒷면을 이용하여 추가적으로 기재하여 주십시오.

4. 해당 불만사항을 다른 연방, 주, 지방정부기관, 혹은 다른 연방, 주법원에 신고한 적이 있습니까?
 네 아니오

만약 맞다면, 해당 항목에 체크하여 주십시오.

_____ 연방정부기관 _____ 연방법원 _____ 주정부기관

_____ 주법원 _____ 지방정부기관

불만사항을 접수한 기관 혹은 법원의 담당자 정보를 기재하여 주십시오. 이름 _____

_____ 주소 _____

_____ 도시, 주,

우편번호 _____

전화번호 _____

5. 신청자가 불만사항 접수자 본인입니까? 네 아니오

만약 본인이 아니라면, 불만사항 접수자의 대리인 정보를 아래에 기재하여 주십시오. 이름 _____

주소 _____

도시, 주, 우편번호 _____

전화번호 _____

다음 서명란에 서명하여 주십시오. 불만사항과 관련한 서면자료와 다른 기타 정보를 첨부할 수 있습니다.

서명 _____ 날짜 _____

다음의 주소로 제출하여 주십시오:

Chief Counsel/Title VI Compliance Officer
 Southern California Association of Governments
 900 Wilshire Blvd., Suite 1700
 Los Angeles, CA 90017

Hiệp Hội Các Chính Phủ Nam California Thủ Tục Khiếu Nại Title VI

Là một tổ chức nhận ngân quỹ liên bang từ Cơ Quan Liên Bang Federal Highway Administration và Cơ Quan Liên Bang Federal Transit Administration, Hiệp Hội Các Chính Phủ Nam California (SCAG) cam kết bảo đảm rằng trong những kế hoạch, chương trình hoặc hoạt động của Hiệp Hội, sẽ không có một ai bị loại ra không được tham dự, bị từ chối quyền lợi, hoặc bị đối xử kỳ thị, do những lý do sắc dân, màu da hoặc quốc tịch gốc, như đã được quy định trong Title VI của Bộ Luật Civil Rights Act và Title 49, Code of Federal Regulations, Part 21, ngay cả khi có thể những điều này đôi lúc sẽ được tu chính.

SCAG cam kết:

- Bảo đảm rằng trình độ và phẩm chất của công cuộc qui hoạch địa phương được cung cấp không phân biệt sắc dân, màu da, hoặc quốc tịch gốc;
- Nhận diện ra và giải quyết, một cách thích đáng, các ảnh hưởng lớn và bất lợi quá đáng đến sức khỏe con người và môi sinh, bao gồm các ảnh hưởng xã hội và kinh tế của những chương trình và hoạt động đối với các thành phần dân số thiểu số và các thành phần dân số lợi tức thấp;
- Đưa vào trong những hoạt động của mình một trình tự phân tích, nhận diện ra những lợi ích và những gánh nặng của những đầu tư của mình vào những nhóm xã-hội-kinh-tế khác biệt, nhận diện ra những bất quân bằng và ứng phó với những phân tích được ghi nhận;
- Cổ xúy sự tham dự đông đủ và công bằng của những cá nhân trong các cộng đồng lợi tức thấp và thiểu số vào việc quyết định các qui hoạch và chương trình địa phương;
- Giải quyết một cách phù hợp sự từ chối, giảm bớt, hoặc trì hoãn những lợi ích liên quan đến những chương trình và hoạt động mang lợi ích đến cho các thành phần dân số thiểu số hoặc các thành phần dân số lợi tức thấp; và
- Bảo đảm việc tham dự đầy ý nghĩa vào các chương trình và hoạt động cho những người có khả năng Anh Ngữ hạn chế.

Giám Đốc Điều Hành cùng nhân viên của SCAG có trách nhiệm thực hiện cam kết của SCAG đối với Title VI. Đặc biệt là Luật Sư Trưởng (Chief Counsel) của SCAG sẽ đảm nhiệm vai trò Viên Chức Phụ Trách Vấn Đề Tuân Thủ (Compliance Officer) Title VI của SCAG và có trách nhiệm giám sát các hoạt động liên quan đến Title VI của SCAG, kể cả việc nhận và điều tra bất kỳ khiếu nại Title VI nào.

Thủ tục khiếu nại Title VI như sau:

1. Nộp Đơn Khiếu Nại: Bất kỳ ai cảm thấy rằng mình, với tư cách của một cá nhân, hoặc của một thành viên của bất kỳ lớp người nào, vì lý do sắc dân, màu da hoặc quốc tịch gốc, đã bị kỳ thị một điều bị cấm bởi Title VI-- đều có thể nộp một đơn khiếu nại bằng văn bản cho SCAG, sử dụng mẫu khiếu nại thích hợp. Một bản mẫu đơn khiếu nại được đính kèm, gọi là Phụ Lục 1 (Exhibit 1) cho thủ tục này. Đơn khiếu nại cũng có thể được nộp bởi một đại diện nhân danh người khiếu nại. Mọi đơn khiếu nại đều phải được gửi tới Luật Sư Trưởng của SCAG, đảm trách vai trò Viên Chức Phụ Trách Vấn Đề Tuân Thủ Title VI của Hiệp Hội, để xem xét và có hành động.

- (a) Đơn khiếu nại phải được nộp trong vòng sáu mươi (60) ngày-theo-lich (calendar day) sau ngày xảy ra hành vi bị cáo buộc là kỳ thị.
 - (b) Đơn khiếu nại phải dưới dạng văn bản và phải được ký bởi Người Khiếu Nại và/hoặc đại diện Người Khiếu Nại. Đơn khiếu nại cần phải ghi ra càng đầy đủ càng tốt những dữ kiện và khung cảnh xung quanh hành vi bị cáo buộc là kỳ thị này. Tối thiểu, đơn khiếu nại phải gồm những chi tiết sau:
 - (1) Họ Tên, địa chỉ gửi thư, và cách tiếp xúc với người khiếu nại (nghĩa là, số điện thoại, địa chỉ email, v.v...).
 - (2) Lý do khiếu nại (nghĩa là sắc tộc, màu da, hoặc quốc tịch gốc).
 - (3) Ngày xảy ra (những) hành vi bị cáo buộc là kỳ thị.
 - (4) Người khiếu nại cáo buộc rằng mình bị kỳ thị như thế nào, bao giờ, ở đâu và tại sao. Bao gồm cả địa điểm, tên cùng các chi tiết để tiếp xúc của bất kỳ người chứng nào.
 - (5) Những chi tiết quan trọng khác.
2. Xem Xét Đơn Khiếu Nại: Trong vòng mười (10) ngày-theo-lich kể từ ngày nhận đơn khiếu nại, Luật Sư Trưởng của SCAG sẽ thông báo cho Người Khiếu Nại, bằng văn bản, về hành động được đề nghị để giải quyết đơn khiếu nại, và cố vấn cho Người Khiếu Nại về những phương cách giải quyết khác, thí dụ như nộp đơn khiếu nại với Cơ Quan Federal Transit Administration. Luật Sư Trưởng cũng sẽ thông báo cho Giám Đốc Điều Hành của SCAG về việc đã nhận đơn khiếu nại. Sau đó, Luật Sư Trưởng sẽ điều tra đơn khiếu nại, hoặc cho phép tiến hành một cuộc điều tra đơn khiếu nại. Việc xem xét đơn khiếu nại phải được hoàn tất không hơn sáu mươi (60) ngày-theo-lich sau ngày SCAG nhận đơn khiếu nại. Nếu cần phải có thêm thời gian, Luật Sư Trưởng sẽ báo cho Người Khiếu Nại về thời điểm dự trù hoàn tất việc xem xét đơn khiếu nại. Khi đã hoàn tất việc xem xét đơn khiếu nại, Luật Sư Trưởng sẽ gửi văn bản trả lời của SCAG cho Người Khiếu Nại, đề cập đến giá trị của đơn khiếu nại, và nếu áp dụng được, đề nghị cải thiện thủ tục liên quan đến Title VI của SCAG, một cách thích đáng.
 3. Yêu Cầu Tái Xét: Nếu Người Khiếu Nại không đồng ý với trả lời bằng văn bản của Luật Sư Trưởng của SCAG, người này có thể yêu cầu tái xét bằng cách đệ nộp một yêu cầu tái xét bằng văn bản đến Giám Đốc Điều Hành của SCAG trong vòng mười bốn (14) ngày-theo-lich kể từ ngày của văn bản trả lời. Yêu cầu tái xét phải đủ chi tiết để bao gồm bất kỳ vấn đề gì mà Người Khiếu Nại cảm thấy đã không được Luật Sư Trưởng hoàn toàn thấu hiểu. Giám Đốc Điều Hành sẽ báo quyết định chấp thuận hay từ chối yêu cầu tái xét của mình cho Người Khiếu Nại trong vòng mười (10) ngày-theo-lich. Trong những trường hợp mà Giám Đốc Điều Hành chấp thuận tái xét, vấn đề khiếu nại sẽ được tái thẩm định bởi Giám Đốc Điều Hành hay người được vị này chỉ định, và một quyết định bằng văn bản sẽ được thực hiện trong vòng ba mươi (30) ngày tính từ ngày Giám Đốc Điều Hành chấp thuận yêu cầu tái xét.
 4. Nộp Đơn Khiếu Nại tới Cơ Quan Federal Transit Administration: Nếu Người Khiếu Nại không bằng lòng với lối giải quyết đơn khiếu nại Title VI của SCAG, người này cũng có thể nộp một đơn khiếu nại tới Cơ Quan Federal Transit Administration để điều tra. Theo quy định của Chapter IX, Complaints,

của FTA Circular 4702.1B, một đơn khiếu nại như thế này phải được nộp trong vòng 180 ngày-theo-
lịch sau ngày xảy ra hành vi bị cáo buộc là kỳ thị. Có thể yêu cầu lấy một bản Chapter IX của FTA
Circular 4702.1B --vạch ra quy trình khiếu nại với Cơ Quan Federal Transit Administration-- từ Luật
Sư Trưởng của SCAG, số (213) 236-1920.

Nếu quý vị cần được cung cấp tin tức, tài liệu bằng một ngôn ngữ nào khác, xin liên lạc với (213) 236- 1895.

Phụ Lục 1 (Exhibit 1) – Mẫu Đơn Khiếu Nại Title VI với SCAG

Họ Tên _____

Địa Chỉ _____

Thành Phố _____ Tiểu Bang _____ Zip Code _____

Số Điện Thoại Nhà _____

Số Điện Thoại Công Việc _____

Địa Chỉ Email _____

1. Quý vị đã bị kỳ thị vì:

Sắc Tộc Quốc Tịch Gốc Màu Da

Lý Do Khác _____

2. Ngày xảy ra Hành Vi Bị Cáo Buộc: _____

3. Xin giải thích càng rõ càng tốt chuyện đã xảy ra, và quý vị đã bị kỳ thị như thế nào. Nêu lên địa điểm và người dính líu vào. Nhớ ghi lại tên và các chi tiết để tiếp xúc của bất kỳ người chứng nào. Nếu cần thêm chỗ, xin kèm thêm giấy vào, hoặc sử dụng mặt sau của mẫu này.

4. Quý vị đã có nạp đơn khiếu nại này với bất kỳ một cơ quan liên bang, tiểu bang hay địa phương nào khác, hoặc với bất kỳ một tòa án liên bang hay tiểu bang nào không?

Có Không

Nếu có, xin vui lòng đánh dấu chọn tất cả những nơi đã có nạp:

Cơ Quan Liên Bang Cơ Quan Tiểu Bang Cơ Quan Địa Phương

Tòa Án Liên Bang Tòa Án Tiểu Bang

Xin vui lòng cung cấp các chi tiết về một người để tiếp xúc tại cơ quan hay tòa án nơi quý vị đã nạp đơn khiếu nại:

Họ Tên _____

Địa Chỉ _____

Thành Phố, Tiểu Bang và Zip Code _____

Số Điện Thoại _____

5. Quý vị có sẽ tự đại diện cho chính mình trong đơn khiếu nại này hay không?

Có Không

Nếu không, xin vui lòng cung cấp các chi tiết về người sẽ làm đại diện cho quý vị trong đơn khiếu nại này:

Họ Tên _____

Địa Chỉ _____

Thành Phố, Tiểu Bang và Zip Code _____

Số Điện Thoại _____

Xin vui lòng ký tên ở phía dưới. Quý vị có thể kèm theo bất kỳ tài liệu bằng văn bản nào hoặc những chi tiết khác mà quý vị nghĩ rằng có liên quan đến khiếu nại của mình.

Chữ Ký _____

Ngày _____

Xin vui lòng gửi hay nạp đơn này cho:

Chief Counsel/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Appendix D
SCAG's Public Participation Plan



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PUBLIC PARTICIPATION PLAN
ADOPTED SEPTEMBER 2018



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The SCAG Region

Adelanto	Cathedral City	Grand Terrace	Lake Forest	Palmdale	Santa Paula
Agoura Hills	Cerritos	Hawaiian Gardens	Lakewood	Palos Verdes Estates	Seal Beach
Alhambra	Chino	Hawthorne	Lancaster	Paramount	Sierra Madre
Aliso Viejo	Chino Hills	Hemet	Lawndale	Pasadena	Signal Hill
Anaheim	Claremont	Hermosa Beach	Loma Linda	Perris	Simi Valley
Apple Valley	Coachella	Hesperia	Lomita	Pico Rivera	South El Monte
Arcadia	Colton	Hidden Hills	Long Beach	Placentia	South Gate
Artesia	Commerce	Highland	Los Alamitos	Pomona	South Pasadena
Avalon	Compton	Holtville	Los Angeles	Port Hueneme	Stanton
Azusa	Corona	Huntington Beach	Lynwood	Rancho Cucamonga	Temecula
Baldwin Park	Costa Mesa	Huntington Park	Malibu	Rancho Mirage	Temple City
Banning	Covina	Imperial	Manhattan Beach	Rancho Palos Verdes	Thousand Oaks
Barstow	Cudahy	Indian Wells	Maywood	Redlands	Torrance
Beaumont	Culver City	Indio	Menifee	Redondo Beach	Tustin
Bell	Cypress	Industry	Mission Viejo	Rialto	Twentynine Palms
Bell Gardens	Dana Point	Inglewood	Monrovia	Riverside	Upland
Bellflower	Desert Hot Springs	Irvine	Montclair	Rolling Hills	Vernon
Beverly Hills	Diamond Bar	Irwindale	Montebello	Rolling Hills Estates	Victorville
Big Bear Lake	Downey	Jurupa Valley	Monterey Park	Rosemead	Villa Park
Blythe	Duarte	La Cañada Flintridge	Moorpark	San Bernardino	Walnut
Bradbury	Eastvale	La Habra	Moreno Valley	San Buenaventura	West Covina
Brawley	El Centro	La Habra Heights	Murrieta	San Clemente	West Hollywood
Brea	El Monte	La Mirada	Needles	San Dimas	Westlake Village
Buena Park	El Segundo	La Palma	Newport Beach	San Fernando	Westminster
Burbank	Fillmore	La Puente	Norco	San Gabriel	Westmorland
Calabasas	Fontana	La Quinta	Norwalk	San Jacinto	Whittier
Calxico	Fountain Valley	La Verne	Ojai	San Juan Capistrano	Wildomar
Calimesa	Fullerton	Laguna Beach	Ontario	San Marino	Yorba Linda
Calipatria	Garden Grove	Laguna Hills	Orange	Santa Ana	Yucaipa
Camarillo	Gardena	Laguna Niguel	Oxnard	Santa Clarita	Yucca Valley
Canyon Lake	Glendale	Laguna Woods	Palm Desert	Santa Fe Springs	
Carson	Glendora	Lake Elsinore	Palm Springs	Santa Monica	



WHAT IS SCAG?

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the six-county Southern California region, including the counties of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura. From the beaches to the high desert, the six-county region in Southern California spans 38,000 square miles, 191 cities and a population of over 19 million. The SCAG region is among the largest and most diverse in the world, with a unique combination of languages, ethnicities and cultures.

SCAG is responsible for developing long range transportation plans and programs for the region. An example is the [Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#), the agency's primary responsibility, which details how the region will address its transportation and growth challenges and opportunities over the next 20+ years in order to achieve its regional emissions standards and greenhouse gas reduction targets.

In addition, SCAG serves as the foremost data clearinghouse and information hub for the region, conducting research and analysis in pursuit of regional planning goals.

WHY DOES SCAG HAVE A PUBLIC PARTICIPATION PLAN?

Input and engagement from the across the region is critical in planning for such a large and diverse region. SCAG relies on public participation as the essential element to the ground-up and integrated approach to SCAG's planning. The people who live, work and play here have varying, and sometimes conflicting, needs and priorities. Their voices must be heard if we are to develop planning policies that truly meet the needs of the region. To that end, SCAG is committed to conducting robust public outreach and engagement, as outlined in this Public Participation Plan.

Updating our Public Participation Plan has given SCAG the chance to reflect on our approach, and take into consideration the ways communication and information-sharing have changed since the last update in 2014. The changes in this update were designed to make the plan more accessible to a general audience, and more adaptable in anticipation of evolving technologies and practices. The organization of the document is a little different: To make it less formal and easier to navigate, we've structured the content as answers to a series of questions. We have also separated out the dense technical and legal language- if you are looking for details about statutory requirements and particulars about processes, you can find them in the appendices. The updated plan includes more context, explaining SCAG's key operations and guiding principles for public participation. We also include and adapt to public feedback on our current strategies and methods for public engagement.

This plan details SCAG's goals, strategies, and processes for providing the public and stakeholders with opportunities to understand, follow, and actively participate in the regional planning process. When we discuss "the public," we are referring to any person who lives, works or plays in the region. When we use the word "stakeholder," we are describing someone affiliated with an entity that has an official role in the regional transportation planning process.

SCAG will use this plan as a guideline for developing outreach strategies for various programs that have a public outreach component.

SCAG's Public Participation Plan will help ensure that SCAG effectively seeks early and ongoing input from people and organizations throughout the region, and effectively addresses the evolving transportation, land-use, and environmental needs of Southern Californians now and for generations to come.

WHAT DOES SCAG HOPE TO ACHIEVE FROM PUBLIC ENGAGEMENT?

SCAG's public participation efforts aim to:

- » Ensure that a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region's diverse communities. To that end, SCAG will engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, minority, the disabled, and limited English proficient (LEP) populations or individuals (for whom English is not their primary language and who have a limited ability to read, write, speak or understand English).
- » Provide opportunities for the public and stakeholders across the region to engage in meaningful dialogue during the decision-making process.
- » Clearly define the purpose of each outreach method at each stage and how feedback will be used to shape the plan and/or program.
- » Motivate more feedback from stakeholders, partners, and the public by making it easy, convenient, and accessible to comment on plans and programs.
- » Reduce geographic barriers by providing public participation opportunities online and via teleconference and videoconference.
- » Show how public and stakeholder viewpoints and preferences were incorporated, communicate the final decisions made, and identify how the received input affected those decisions.
- » Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.
- » Coordinate effectively on public participation processes with other agencies, both locally and statewide, to support integrated and complementary planning activities at all levels.

WHAT PRINCIPLES GUIDE SCAG'S OUTREACH?

Meaningful public participation is a cornerstone of regional planning and one of SCAG's key priorities. In all outreach work, the agency holds itself to high standards according to SCAG's core values of transparency, leading by example and creating positive impacts in the region. Regardless of how communication technologies and specific tools for engagement continue to evolve, SCAG is committed to following these outreach principles:

- » Administer a transparent and clearly communicated process for public participation.
- » Ensure that opportunities for public involvement are accessible to all communities.
- » Provide information that is clear, concise, and current, making use of visualization and other techniques to enhance understanding.
- » Respect and consider all feedback received from members of the public, partners and stakeholders.
- » Adapt new communications strategies and technologies for public outreach.
- » Provide engagement opportunities that meet and exceed statutory requirements to ensure broad participation in SCAG's planning activities.
- » Demonstrate how public input is addressed in SCAG plans, programs and policies.

WHAT LAWS GUIDE SCAG'S PUBLIC PARTICIPATION PROCESS?

SCAG, as a public agency and metropolitan planning organization, is subject to federal and state requirements which emphasize providing continuous and equitable opportunities for public involvement. Below is an overview of the major requirements for SCAG's public outreach; a detailed description of each is available in Appendix A (page 18)

Federal Requirements

- » **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements, 23 USC 134 et seq.
- » **Federal Metropolitan Planning Regulations**, 23 CFR Part 450 et seq.
- » **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- » **Executive Order 12372** — Intergovernmental Review of Federal Programs. Signed July 14, 1982 by President Ronald Reagan.
- » **Executive Order 12898** — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Signed February 11, 1994 by President William J. Clinton.
- » **Executive Order 13166** — Improving Access to Services for Persons with Limited English Proficiency. Signed August 11, 2000 by President William J. Clinton.
- » **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- » **Fixing America's Surface Transportation Act (FAST Act)**, Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- » **Moving Ahead for Progress in the 21st Century Act (MAP-21)** signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- » **Public Works and Economic Development Act of 1965**, 42 USC 38 and 13 CFR 305.
- » **Title VI of the Civil Rights Act of 1964**, prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities

State Requirements

- » California Public Records Act, California Government Code Section 6250 et seq., requires disclosure of records to the public upon request.
- » Ralph M. Brown Act, California Government Code Section 54950 et seq., governs the public's right to attend and participate in meetings.
- » State Transportation Planning Law, California Government Code Section 65080 et seq. which incorporates the requirements of California Senate Bill 375 (Steinberg 2008) enacted in 2008 that requires SCAG to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan, as well as requires SCAG as a council of governments to undertake the Regional Housing Needs Assessment (RHNA) process.
- » California Environmental Quality Act (CEQA), Public Resources Code 21000-2118, and CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000- 15387, generally require lead agencies to inform decision makers and the public about the potential environmental impacts of proposed projects, and to reduce those environmental impacts to the extent feasible.

WHO PARTICIPATES IN SCAG'S PLANNING PROCESS?

SCAG represents the whole six-county region in all its geographic and demographic diversity. SCAG is committed to engaging, and utilizing input from, a range of constituents and stakeholders.

This commitment includes tailoring communications and information-sharing to a range of different levels of experience with, and understanding of, the principles of metropolitan planning.

(Note: When we discuss “the public,” we are referring to any person who lives, works or plays in the region. When we use the word “stakeholder,” we are describing someone affiliated with an entity that has an official role in the regional transportation planning process.)

Public

General Public — SCAG plans for all those who live, work and play in the region, with particular consideration to the accessibility needs of underserved groups such as minority and low-income populations, elderly and retired persons, children, limited English proficiency populations, and people with disabilities.

Stakeholders

Community Organizations — SCAG seeks to engage community groups such as environmental advocates, special interest nonprofit agencies, neighborhood groups, homeowner associations, and charitable organizations.

Public Agencies — SCAG solicits input from, and often collaborates closely with, public organizations like local transportation providers, air quality management districts, public health agencies, water districts, county transportation commissions, the region’s ports, educational institutions, federal land management agencies, and other agencies at the state and federal level.

Business Community — SCAG actively engages many private-sector entities whose work intersects with transportation and land use planning, including private transportation providers, freight shippers, consulting firms, technology developers, and business and professional associations.

Elected Officials — SCAG seeks engagement with elected representatives at all levels, such as neighborhood councils, mayoral offices and city councils, county supervisor boards and state and federal legislators.

Tribal Governments or Nations

Tribal Governments or Nations — SCAG engages in consultation with the region’s tribal governments and nations, sustaining effective government-to-government collaboration on transportation planning and ensuring that tribal sovereignty is observed and protected.

(A full list of our stakeholders and interested parties is included in Appendix A.)

HOW DO WE ENGAGE THE PUBLIC?

SCAG is committed to providing access to accurate, understandable, pertinent, and timely policy, program, and technical information to facilitate effective public participation in the agency's decision-making process. SCAG aims to increase early and meaningful participation through targeted outreach strategies. There are numerous opportunities for continuing involvement in the work of SCAG through the following methods.

General Public Participation Approach

Programs that have a public outreach component will use these methods as a guide in developing individual, project-specific public participation plans tailored according to scope and audience.

PUBLIC MEETINGS & EVENTS

- » Customized presentations offered to existing groups and organizations
- » Workshops co-hosted with community groups, business associations and other partners
- » Engagement with community-based organizations in low-income and minority communities for targeted outreach
- » Sponsorship of topical forums or summits with partner agencies or universities, with the media or other community organizations (e.g. Demographic Workshop, Economic Summit)
- » Opportunities for public input directly to policy board members
- » Outreach at locations, destinations, or events where people are already congregating (e.g. transit hubs, farmers markets, community festivals, universities)

PUBLIC MEETINGS & EVENTS - METHODS

- » Open houses
- » Themed workshops (to help avoid information overload)
- » Question-and-answer sessions with planners and/or policy committee members
- » Break-out sessions for smaller group discussions on multiple topics
- » Interactive exercises
- » Customized presentations with designated opportunities for feedback
- » Vary time of day (day/evening) and days of week (weekday, weekend) for workshops
- » Conduct meeting entirely in alternative language
- » Provide videoconferencing or virtual meeting options such as webcasting
- » Demonstration events to showcase project components

VISUALIZATION METHODS

- » Maps
- » Charts, illustrations, photographs, photograph simulations
- » Artist renderings and drawings
- » Table-top interactive displays and models
- » Website content and interactive tools and/or games
- » PowerPoint slideshows

PUBLIC SURVEY METHODS

- » Electronic surveys via web (accessed remotely or at public workshops via tablets or laptops)
- » Intercept interviews where people congregate, such as at transit hubs (e.g., Orange County’s ARTIC, Los Angeles Union Station, etc.) or farmers markets
- » Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

COMMENTING METHODS

- » Polls/surveys (electronic or paper)
- » Paper comment cards
- » Online comment cards
- » Post it notes or stickers
- » Marking up maps or document text
- » Phone calls or voicemails directly to staff or to a dedicated hotline
- » Email sent to SCAG staff or [via our online contact form](#)
- » Physically mailed letters
- » Public comments can be given anonymously

METHODS FOR COMMUNICATING THE IMPACT OF PUBLIC COMMENTS

- » Summarize key themes of public comments in staff reports to SCAG’s standing policy committees, working groups and to SCAG’s main governing board, the Regional Council
- » Newsletters and other emails to participants to report final outcomes
- » Updated and interactive web content

Public Participation Opportunities

SCAG regularly holds meetings and events, open to the public, where people are welcome to make comments. A comprehensive calendar of upcoming opportunities for public involvement is available on SCAG’s website, www.scag.ca.gov.

To provide opportunities for people to participate or comment from locations throughout the region, SCAG’s main office in Los Angeles and each regional office are equipped with state-of-the-art videoconferencing systems. SCAG provides multiple videoconferencing sites in Coachella Valley, Palmdale and South Bay to provide additional opportunities for participation in SCAG meetings and workshops. SCAG also utilizes web and audio conferencing and often connects to videoconferencing locations throughout the state.

REGULAR MEETINGS

SCAG’s Regional Council — All of SCAG’s plans and programs are adopted by its Regional Council, an 88-member governing board of elected officials, including city representatives from throughout the region, at least one representative from each county Board of Supervisors, and a representative of the Southern California Native American Tribal Governments. The region is divided into districts of roughly equal population in order to provide diverse, broad-based representation. The Regional Council meets once a month and meetings are open to the public. Regional Council meetings are typically held on the first Thursday of the month on or about 12:15 p.m. Specific meeting dates and times can be found on SCAG’s website, as well as agenda materials which are posted 72 hours in advance. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting.

SCAG’s Policy Committees — SCAG’s policy-making process is guided by the work of three Policy Committees: Transportation Committee (TC); Community, Economic and Human Development (CEHD) Committee; and Energy and Environment Committee (EEC). Members of the Regional Council are appointed to one of the policy committees for two-year terms. Most of the discussion and debate on the “nuts and bolts” of a policy issue occurs in the committees. Issues to be considered by the Regional Council must come through one or more of the committees. As opposed to Regional Councilmembers, members of policy committees do not have to be elected officials. The policy committee meetings typically occur in the morning on the same day of the Regional Council meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting.

Various other Committees, Subcommittees, Task Forces and Working Groups — These are board committees and focus groups convened to work on specific topic areas and vet highly technical matters. For example, the Technical Working Group (TWG) is an advisory peer group formed to provide SCAG staff with a venue to vet technical matters as they relate to SCAG’s development of its regional plans, including the RTP/SCS. For the 2016 RTP/SCS, multiple working groups were convened including: Active Transportation Working Group, Public Health Working Group, and Natural/Farm Lands Working Group. The Legislative/Communications and Membership Committee, which is made up of Regional Council members, provides guidance and recommendations to the Regional Council regarding legislative matters impacting the region and policy direction on SCAG’s communications and outreach strategies.

Special Public Meetings, Conferences, and Forums — Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and publicly noticed. SCAG typically provides public notice through posting information on SCAG’s website, and, if appropriate, through e-mail notices and news releases to local media outlets. Materials to be considered at SCAG public hearings are posted on SCAG’s website, and are made available to interested persons upon request.

Workshops, Community Forums, and Other Events — SCAG conducts workshops, community forums, and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public, partners, and stakeholders. SCAG holds meetings throughout the six-county region to solicit comments on major plans and programs, such as the RTP/SCS. Meetings are located and scheduled to maximize public participation (including evening meetings). For major initiatives and events, SCAG typically provides notice through posting information on SCAG’s website, and, if appropriate, through e-mail notices and news releases to local media outlets. At least once every year, SCAG convenes its General Assembly to bring together the official representatives of SCAG’s member agencies and help set SCAG’s course for the coming year.

Targeted Mailings — SCAG maintains a database of local government officials and staff, and other public agency staff and interested persons. The database allows SCAG to send targeted mailings (largely via email) to ensure the public, partners, and stakeholders are kept up to date on specific issues of interest.

HOW DO WE REACH OUT TO THE PUBLIC?

Public Outreach Channels

DIGITAL CHANNELS

Website — SCAG’s maintains its website, www.scag.ca.gov, to ensure that the public, partners, and stakeholders are kept informed about SCAG’s plans and programs and upcoming meetings. SCAG aims to ensure that its website is user-friendly and provides clear information. The website offers the public the opportunity to sign up for further information and updates via email. It also provides SCAG staff contact information.

Email — SCAG SPOTLIGHT, the official newsletter of the Regional Council, and SCAG UPDATE, the agency’s regular newsletter offering details on current agency programs and events. (Newsletters are archived online at www.scag.ca.gov.)

Social media — SCAG maintains an active social media presence on Twitter (@SCAGnews) and Facebook (@scagmpo). These accounts are regularly updated to share agency announcements, upcoming event details and new developments in SCAG’s plans and programs.

TARGETED MAILINGS/FLYERS

- » Work with community-based organizations to distribute flyers
- » Email to targeted database lists
- » Place notices on-board transit vehicles and at transit hubs

LOCAL MEDIA

- » Press releases
- » Invite reporters to news briefings
- » Meet with editorial staff
- » Opinion pieces/commentaries
- » Explore advertising opportunities in local newspapers
- » Visit minority media outlets to encourage use of SCAG press releases
- » Place speakers on radio/TV talk shows
- » Public Service Announcements on radio and TV
- » Written notices published in local newspapers

INTERNET/ELECTRONIC ACCESS TO INFORMATION

- » Dynamic websites with updated content
- » Videos explaining plans, programs, or concepts
- » Maintain regular presence on social media outlets
- » Podcast interviews
- » Live broadcasts and archived recordings of public events
- » Electronic duplication of open house/workshop materials
- » Interactive website with surveys, commenting areas
- » Access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- » Provide information in advance of public meetings

TARGETED NOTIFICATIONS

- » Blast e-mails
- » Notices widely disseminated through partnerships with local government and community-based organizations
- » Electronic newsletters
- » Social media such as Twitter and Facebook
- » Local media
- » Notices placed on-board transit vehicles and at transit hubs
- » Submit articles for publication in community/professional/corporate newsletters

METHODS FOR INVOLVING TRADITIONALLY UNDERSERVED/UNDERREPRESENTED COMMUNITIES

- » Engagement with community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as child care or translation services
- » Flyers on transit vehicles and at transit hubs
- » Outreach in the community (e.g., at churches, health centers, schools etc.)
- » Use of community and minority media outlets to announce participation opportunities

METHODS FOR INVOLVING LIMITED-ENGLISH PROFICIENT POPULATIONS

- » Translate select documents into the four largest Limited English Proficiency (LEP) languages – Spanish, Chinese, Korean and Vietnamese, making these documents available for download on the agency's website.
- » Have translators, including bilingual staff members, available for public meetings and workshops as needed, with 72-hour advance notice
- » Survey LEP participants at public hearings to assess the effectiveness of the agency's language services and whether alternate services may need to be employed
- » Disseminating notices of availability and press releases to print, radio and broadcast media serving minority communities
- » Research and engage online LEP communities and groups

METHODS FOR ENGAGING TRIBAL GOVERNMENTS AND FEDERAL LAND MANAGEMENT AGENCIES

SCAG is currently in the process of documenting our formal procedures for how we engage with tribal governments and federal land management agencies.

WHICH PROGRAMS HAVE ESTABLISHED PUBLIC PARTICIPATION PROCEDURES?

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to achieve its air quality emissions standards and greenhouse gas reduction targets. An update of an existing RTP/SCS is required every four years, and SCAG is currently undertaking the development of the 2020 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2045.

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 15 sub-regional organizations, 191 cities, and numerous other stakeholder organizations and the public. The 2020 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, scenario development and analysis, and significant issues exploration.

Throughout the 2020 RTP/SCS development, SCAG's Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing our region and how to best address them, while considering public input.

The process will need to be flexible and is subject to change as needed to reflect and respond to the input received as SCAG moves through the steps of updating the plan. SCAG will update its details regularly to help direct interested SCAG residents and organizations to participate in key actions or decisions being made. Details will be on the plan website at www.scagrtpscs.org.

(For additional information on the RTP/SCS public participation procedures, see Appendix B.)

Program Environmental Impact Report for the RTP/SCS

Pursuant to the California Environmental Quality Act (CEQA), SCAG will prepare a Program Environmental Impact Report (PEIR) to evaluate the potential environmental impacts associated with the implementation of the 2020 RTP/SCS. The PEIR will focus on a region-wide assessment of existing conditions and potential impacts as result of the 2020 RTP/SCS, as well as broad policy alternatives and program-wide mitigation measures.

The PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis by the lead agency will occur as each project is defined and goes through individual project-level environmental review.

SCAG will hold various scoping meetings and workshops throughout the PEIR development process to solicit input from SCAG stakeholders and the public. SCAG will ensure the PEIR is accessible to the public for review and comment.

(For additional information on the PEIR public participation procedures, see Appendix B.)

Environmental Justice Program

Pursuant to regulatory compliance, SCAG has developed a policy to ensure that environmental justice principles are an integral part of its transportation and land use planning process, including the RTP/SCS. SCAG's environmental justice program has two main elements: technical analysis and public outreach. The two major elements of the program contribute to the development of the Environmental Justice (EJ) Appendix of SCAG's RTP/SCSs (SCAG staff is currently working on the 2020 RTP/SCS), which conducts a technical analysis of EJ issues of the region and discusses outreach strategies, and SCAG's role as a resource for local jurisdictions to help address EJ issues in their respective communities (i.e. SCAG can be a data resource and provide guidance on EJ technical analysis processes for local jurisdictions that develop an EJ General Plan Element or incorporate EJ-related policies, goals, and objectives into their General Plans per SB 1000 requirements).

The overall environmental justice outreach process encourages SCAG stakeholders and the public, with many opportunities to be involved, to discuss and address environmental justice issues and shape SCAG's environmental justice program.

To further strengthen public outreach with SCAG stakeholders on EJ-related issues, SCAG staff proposed an Environmental Justice Working Group (EJWG) and held the first meeting in May 2018. The purpose of the EJWG is to kick-start SCAG's ongoing EJ Program and develop a platform for SCAG stakeholders to discuss EJ topic on a continuous basis, not just during the development of the most current RTP/SCS.

(For additional information on the Environmental Justice public participation procedures, see Appendix B.)

Regional Housing Needs Assessment

SCAG is required to make updates to the eight-year Regional Housing Needs Assessment (RHNA), as mandated by state housing law. The RHNA quantifies the need for housing within each jurisdiction. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth.

Both the RTP/SCS and RHNA use the local input survey, which collects information from each local jurisdiction, as the basis for future demographic projections, including household growth. The next RHNA cycle, also known as the 6th cycle, will cover the planning period of October 2021 through October 2029. The latest that SCAG can adopt the 6th RHNA allocation is October 2020, but SCAG is looking at alternative schedules for an earlier adoption date, possibly to coordinate with the adoption of the 2020 RTP/SCS.

As part of its public outreach for the RHNA process, SCAG will hold public meetings, workshops and public hearings at different points in the RHNA process to receive verbal and written input. SCAG staff will also coordinate with sub-regional COGs and other groups to update local jurisdictions and other stakeholders on the RHNA process and allocation.

Federal Transportation Improvement Program

SCAG's Federal Transportation Improvement Program (FTIP) is the short-term capital listing of all transportation projects proposed over a six-year period. The listing, which is prepared every two years, identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as, highway improvements, transit, high occupancy vehicle lanes, signal synchronization, intersection improvements, bikeways, and freeway ramps to name a few. The FTIP must include all transportation projects that are federally funded, and/or regionally significant regardless of funding source or whether subject to any federal action.

Projects in the FTIP are submitted to SCAG by the six County Transportation Commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

SCAG works with transit operators and county transportation commissions on developing the FTIP. The public participation process and coordination is a tiered process within the SCAG region, beginning at the county level with each transportation commission developing their own transportation improvement program (TIP). There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP.

(For additional information on the FTIP public participation procedures, see Appendix B.)

Overall Work Program

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program, or OWP, pursuant to federal requirements. The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

(For additional information on the OWP public participation procedures, see Appendix B.)

WHY DOES SCAG EVALUATE PUBLIC PARTICIPATION ACTIVITIES?

SCAG regularly monitors its communication and outreach activities in order to ensure that public and stakeholder concerns and input are directly addressed in its policies and programs, as well as to find areas for improvement. Additionally, these measurements are used to ensure public outreach outcomes are in compliance with state and federal requirements.

In developing this updated Public Participation Plan, we sought feedback from stakeholders and the public on our current outreach and engagement practices. In a survey distributed digitally during the development of this plan, we asked respondents to let us know which of our public participation activities are most effective, and how we can improve our efforts.

Major survey takeaways include:

- » Respondents ranked email as their most frequently used SCAG communication channel by a clear margin. Local media announcements were reported as the most infrequently used.
- » When asked about the most effective ways for SCAG to keep them engaged, those surveyed overwhelmingly supported email communications: 62% expressed a preference for “Regular, monthly e-mail newsletters with brief snippets of information” and 23% chose “Infrequent direct email on a singular issue” over alternative choices like social media and online video content.
- » 81% of respondents reported feeling that they have adequate access and opportunity to comment on SCAG’s plans and publications.
- » 94% of respondents reported being either “somewhat satisfied” or “very satisfied” by SCAG’s responsiveness to inquiries and comments.
- » More than 75% of respondents indicated support for SCAG collecting demographic data (such as age, race, or primary language) in public engagement efforts to support more inclusive outreach.
- » Additional comments requested more frequent and up-to-date information sharing on digital channels, and multiple respondents expressed a desire for more frequent, or better publicized, opportunities to provide input (beyond board meetings and on the Regional Transportation Plan).

This plan moves to address this feedback by placing a greater emphasis on online engagement efforts, particularly via email, and more clearly outlining SCAG’s regular public comment opportunities. The survey input will also inform some of our future evaluation methods, incorporating demographic data as a metric because of the expressed stakeholder support.

SCAG will continue to periodically survey the public and stakeholders to assess the effectiveness of the procedures and strategies contained in the Public Participation Plan, to ensure a full and open participation process.

WHAT DOES SCAG MEASURE?

- » SCAG measures the outcomes of a diverse array of public participation activities with context-sensitive evaluation methods that tailor goals to each project.
- » Benchmarks used to gauge success in public outreach include but are not limited to:
 - » Number of meetings or events held
 - » Number of meeting/event attendees
 - » Amount spent on outreach elements
 - » Media coverage
 - » Type and quantity of materials presented
- » Email distribution numbers, including open and click-through rates
- » Digital metrics including web traffic and social media engagement
- » Impressions (estimates of digital and print exposure)
- » Demographic data, shared voluntarily, such as race/ethnicity, gender and age
- » The following chart shows the measurements activities that correspond with previously stated public participation goals.

Goal	Example Metrics
<p>Ensure that a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region's diverse communities. To that end, SCAG will engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, minority, the disabled, and Limited English Proficiency populations.</p>	<p>Number of meetings held in traditionally under-represented communities; availability of translation services and materials; availability of accommodations for seeing and hearing impaired; location accessibility.</p>
<p>Provide opportunities for the public and stakeholders across the region to engage in meaningful dialogue during the decision-making process, and clearly define the purpose of each type of outreach at each stage and how feedback will be used to shape the plan and/or program.</p>	<p>Number of meetings held in each county; how outreach methods are tailored to meet the needs of specific projects and/or communities; type and quality of materials presented; recurring surveys and opportunities for public evaluation of SCAG's outreach efforts.</p>
<p>Motivate more feedback from stakeholders, partners, and the public by making commenting on plan and programs convenient and accessible.</p>	<p>Number and scope of media advertisements for public comment opportunities; response rate to email blasts and other digital communication methods; SCAG website hits; and number of comments collected at meetings, online and through mail.</p>
<p>Evaluate and incorporate public and stakeholder viewpoints and preferences into final decisions where appropriate and possible, communicate the decisions made and how the received input affected those decisions.</p>	<p>Documentation of how public and stakeholder comments were addressed in final decisions, policies and plans; communication with commenting stakeholders informing them of how their input was addressed.</p>
<p>Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.</p>	<p>Recurring surveys and opportunities for public comment on public participation plans, and publish annual public outreach report measuring success and ways of improvement for the next year.</p>

HOW DOES SCAG DEFINE SUCCESS?

- » SCAG uses qualitative and quantitative methods to evaluate the success of its public participation strategies. Depending on the scope and location of the project or activity, SCAG measures feedback through:
 - » Setting clear, measurable outcomes.
 - » Establishing benchmarks to gauge success (i.e. 75% of respondents rated a workshop at 4 or higher on a six-point scale).
 - » Reviewing past processes, activities, and evaluations to see what actions the agency took as a result, noting lessons learned.
 - » Identifying and simplifying public involvement techniques that produce more cost-effective decisions.
 - » Evaluating public participation plans with surveys and opportunity for public comment.
 - » Highlight yearly public outreach successes and areas for improvement in annual accomplishments report.
 - » Measuring impact of digital outreach strategies by documenting number of hits on website, social media (Twitter and Facebook), and number of followers, shares, retweets, tweets, direct tweets, mentions etc.
 - » Measuring growth of distribution lists size, and number of requests to join distribution lists.
 - » Counting number of attendees, comments received and press mentions for project specific open houses, meetings & workshops.
 - » Counting number of registrations compared to actual attendance at events.
 - » Counting registrations and log-ins for webinars.
 - » Documenting the distribution, press mentions, number of calls, and comments for physical outreach materials such as direct mailings and flyers.
 - » Documenting press mentions, number of calls, and comments related to press releases.
 - » Tracking how often SCAG is mentioned in media such as news articles, blog posts, TV news etc. Other aspects to document are: circulation/popularity of news outlet; whether reference is positive or negative; content and number of comments on article/blogpost; number of times article/blog post has been shared; and what projects/programs are being mentioned.
 - » Scientific polling to obtain metrics regarding the effectiveness of its outreach.
 - » Reporting to agency leadership on level of success with respect to public participation using these methods.

WHAT SHOULD YOU DO NOW?

Find Information

Web & Video — SCAG’s website, www.scag.ca.gov, serves as the comprehensive resource for SCAG’s programs and policy initiatives, agendas for Regional Council and Policy Committee meetings, fact sheets and calendar of SCAG events. Live and archived video of Regional Council meetings and other SCAG-related video productions are available in the SCAG-TV section.

Data Library — SCAG has a wide range of data and web tools to help you access regional planning data, statistics and research information. We also have an extensive GIS library, which provides free access to a diverse collection of geographic and spatial data. SCAG’s data have been used by interested parties for a variety of purposes including: data and communication resources for elected officials; businesses and residents; community planning and outreach; economic development; visioning initiatives; and grant application support.

Group Presentations — SCAG’s planning staff are available to conduct presentations to community and stakeholder groups. Presentations can be tailored to address a specific topic, area of concern, or provide a general overview of how SCAG works on many different issues. Request a SCAG presentation to your organization or community through our online contact form at www.scag.ca.gov/about/Pages/ContactUs.aspx.

STAY CONNECTED

E-Newsletters — SCAG SPOTLIGHT is the official newsletter of the Regional Council. It includes information on recent Regional Council actions, an update from SCAG’s Executive Director and news on upcoming events. SCAG UPDATE is the agency’s regular newsletter, which offers updates on agency programs and events. To view or subscribe to SCAG’s e-newsletters, visit www.scag.ca.gov.

Social Media — SCAG is active on several social networking sites to help expand awareness of SCAG and broaden interest in its regional planning work. Engage with SCAG and stay current with news and events by following the agency on Facebook at @scagmpo or on Twitter at @SCAGnews.

Multilingual Access — SCAG seeks to ensure that diverse populations are involved in the regional planning process. With a minimum advance notice of 72 hours, SCAG makes available translation assistance at its workshop and public meetings. SCAG translates key outreach materials into Spanish, Chinese, Korean, and Vietnamese, and makes them available on the SCAG website: www.scag.ca.gov.

Share Input

SCAG welcomes the public to address the Regional Council and Policy Committees at every monthly meeting. Meetings for special subcommittees also include time for public comments. Visit the Public Participation Form on the SCAG website at www.scag.ca.gov to weigh in on important issues in Southern California. Locations for SCAG’s main office and regional offices are listed below:

- » **Main Office:** 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
- » **Imperial County Office:** 1503 N. Imperial Avenue, Suite 104, El Centro, CA 92243
- » **Orange County Office:** 600 S. Main Street, Suite 906, Orange, CA 92863
- » **Riverside County Office:** 3403 10th Street, Suite 805, Riverside, CA 92501
- » **San Bernardino County Office:** 1170 W. 3rd Street, Suite 140, San Bernardino, CA 92410
- » **Ventura County Office:** 950 County Square Drive, Suite 101, Ventura, CA 93003

If you have general comments or questions please feel free to email us at: contactus@scag.ca.gov.

Regional Affairs Staff and Offices

To address the challenges of coordinating participation activities and events across 38,000 square miles of the region, SCAG established regional offices in the counties of Imperial, Orange, Riverside, San Bernardino and Ventura. Each office is staffed by a Regional Affairs Officer who coordinates SCAG activities for each county.

LEGAL PUBLIC PARTICIPATION REQUIREMENTS

Federal Planning Requirements

As the MPO designated for the six-county metropolitan planning area (MPA), SCAG is responsible under federal and state transportation planning law, to develop a metropolitan transportation plan, referred to by SCAG as the Regional Transportation Plan (RTP) and a transportation improvement program (TIP), referred to as the Federal Transportation Improvement Program (FTIP).

The 2005 “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) set forth public participation requirements for MPOs in developing these transportation plans. Specifically, SAFETEA-LU required MPOs to develop, in collaboration with interested parties, a Public Participation Plan that would provide reasonable opportunities for all parties to participate and comment on regional transportation plans. The transportation reauthorization bill “Moving Ahead for Progress in the 21st Century” (MAP-21) continues an emphasis on providing early and continuous opportunities for public involvement.

In carrying out its planning work, SCAG must comply with federal metropolitan planning law and regulations (23 U.S.C. Section 134 et seq. and 23 CFR Part 450 et seq.) and state transportation planning law (Cal Gov. Code Section 65080 et seq.) which incorporates the requirements of California Senate Bill 375 (Steinberg 2008). SCAG is further committed to developing and updating its regional transportation plans in accordance with the following requirements, including but not limited to: California Environmental Quality Act (CEQA) and Guidelines; Federal Clean Air Act; American with Disabilities Act of 1990 (ADA); Title VI of the Civil Rights Act; Executive Order 12898 regarding Environmental Justice; Executive Order 13166 regarding Improving Access to Services for Persons with Limited English Proficiency; Executive Order 13175 regarding Consultation and Coordination with Indian Tribes.

SCAG’s Public Participation Plan procedures will follow and must comply with the following federal planning regulations set forth under 23 C.F.R. Section 450.316:

1. The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, business and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
2. The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - » (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - » (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - » (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - » (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- » (v) Holding any public meetings at convenient and accessible locations and times;
 - » (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - » (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - » (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by SCAG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
 - » (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart (ii) of this part [regarding Consultation]; and
 - » (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
3. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
 4. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by SCAG. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

CONSULTATION REQUIREMENTS & ACTIVITIES

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.

SCAG's consultation requirements under federal planning regulations are set forth under 23 C.F.R. Section 450.316(b)–(e) as follows:

1. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the areas that are provided by:
 - » Recipients of assistance under title 49 U.S.C. Chapter 53;
 - » Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - » Recipients of assistance under 23 U.S.C. 204.
2. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
3. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and TIP.
4. MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs 1– 3 of this section, which may be included in the agreement(s) developed under Section 450.314 [metropolitan planning agreements].

Consultation activities are accomplished primarily through SCAG Policy Committees, other committees, subcommittees, task forces, and working groups. SCAG's Policy Committees (Transportation Committee, Energy and Environment Committee and Community, Economic and Human Development Committee) are primarily made up of local elected officials. There are several issue-specific, as well as mode-specific, committees, subcommittees, task forces and working groups that are on-going as well as some that are created for a specific purpose and specific timeframe. All of these groups provide input to SCAG who thereafter forwards their recommendations to the policy committees. Examples include the Aviation Technical Advisory Committee, Technical Working Group, Transit Technical Advisory Committee, Modeling Task Force, Transportation Conformity Working Group and several Regional Planning Working Groups (on subjects including active transportation, environmental justice, public health and sustainable communities). Subsequent to the adoption of the 2012-2035 RTP/SCS, SCAG convened six subcommittees: Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Sustainability, and Transportation Finance. Membership on these groups includes elected officials as well as stakeholder agency representatives. The stakeholders had a direct pipeline to SCAG's planning processes through these groups. In anticipation of the development for the 2020 RTP/SCS, SCAG formed two additional Regional Planning Working Groups, one focused on issues of safety and another on mobility innovation.

SCAG conducts meetings with planning staff from all 197 member jurisdictions and provides individual city council briefings when requested. Also, SCAG conducts several workshops prior to releasing the Draft RTP/SCS involving stakeholders to ensure that their input on major issues is addressed in the plan. In addition, SCAG meets with State and local agencies responsible for land use management, natural resources, environmental protection and others.

SCAG also utilizes the sub-regional council of governments (COG) structure to distribute information and solicit input on the content as well as the planning and programming process from local stakeholders.

SCAG mails out a notice of the Draft RTP and FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and FTIP. Comments and responses are fully documented and reflected in the final RTP.

SCAG reviews and considers all public comments in the regional transportation planning process, and provides additional opportunity for public comment on the revised plan if the final plan differs significantly from the draft plan that was previously made public.

SCAG engages Tribal Governments in the RTP and FTIP processes through Tribal Government representation on SCAG's governing board and policy committees. SCAG also engages with the various Federal Land Management Agencies (FLMAs) during the RTP and PEIR processes. SCAG is currently in the process of documenting its outreach procedures with Tribal Governments and FLMAs.

TITLE VI AND ENVIRONMENTAL JUSTICE

Consideration of Environmental Justice in the transportation planning process originates from Title VI of the Civil Rights Act of 1964 (Title VI). Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Title VI states that "No person in the United States shall, on the ground of race, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face (i.e., there is no evidence of intentional discrimination), but have the effect of discrimination on protected groups. The understanding of civil rights has expanded to include low-income communities, as further described below.

In the 1990's, the federal executive branch issued orders on Environmental Justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 DOT guidance memorandum, ordered every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Reinforcing Title VI, these measures ensure that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

On August 4, 2011, 17 federal agencies signed the "Memorandum of Understanding on Environmental Justice and Executive Order 12898." The signatories, including the U.S. Department of Transportation (DOT), agreed to develop Environmental Justice strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs

each of the Federal agencies to make Environmental Justice part of its mission and to work with other agencies on Environmental Justice issues as members of the Interagency Working Group on Environmental Justice.

In response to this MOU, DOT revised its Environmental Justice Strategy. The revisions reinforce the DOT's programs and policies related to Environmental Justice and strengthen its efforts to outreach to minority and low-income populations. In addition, in July 2012, the Federal Transit Authority (FTA) issued two Circulars on Title VI and Environmental Justice to clarify the requirements and offer guidance. FTA Circular 4702.1A, Title VI Requirements and Guidelines for Federal Transit Administration Recipients provides information required in the Title VI Program, changes the reporting requirement from every four years to every three years, and adds a requirement for mapping and charts to analyze the impacts of the distribution of State and Federal public transportation funds. The FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Docket number FTA-2011-0055) provides recommendations to MPOs (and other recipients of FTA funds) on how to fully engage Environmental Justice populations in the public transportation decision-making process; how to determine whether Environmental Justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects. The Circular does not contain any new requirements, policies or directives. Nonetheless, SCAG complies with the framework provided to integrate the principles of Environmental Justice into its decision-making processes.

Under federal policy, all federally funded agencies must make Environmental Justice part of their mission and adhere to three fundamental Title VI/Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In addition to Federal requirements, SCAG must comply with California Government Code Section 11135, which states that, "no person in the State of California shall, on the basis of sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

The State of California also provides guidance for those involved in transportation decision-making to address Environmental Justice. In 2003, the California Department of Transportation (Caltrans) published the Desk Guide on Environmental Justice in Transportation Planning and Investments to provide information and examples of ways to promote Environmental Justice. The Desk Guide identified requirements for public agencies, guidance on impact analyses, recommendations for public involvement, and mitigation.

Finally, SCAG has in place a Title VI Program which was adopted in September 2017. The Title VI Program includes a process for investigating Title VI complaints as well as a copy of the agency's Language Assistance Plan for Limited English Proficient (LEP) Populations. The key elements of the LEP Plan include: (1) Oral translators versed in Spanish, Chinese and Korean available upon request for meeting and workshops; (2) selected RTP materials available in English, Spanish, Chinese, Korean and Vietnamese languages; and (3) utilization of a specialty outreach consultant to engage with the LEP and minority communities. SCAG will continue these efforts for the 2020 RTP/SCS cycle. More information about the agency's Title VI Program and LEP Plan is available on the SCAG website at: <http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>.

State Planning Requirements

Under California law, each metropolitan planning organization is required to adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy (if one is developed), that includes all of the following:

1. Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with SCAG's adopted Public Participation Plan;

2. Consultation with congestion management agencies, transportation agencies, and transportation commissions;
3. Workshops throughout the region (a minimum of three public workshops in each county with a population of 500,000 or more) to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices;
4. Preparation and circulation of a draft SCS, and APS if one is prepared, not less than 55 days before adoption of a final RTP;
5. At least three public hearings on the draft SCS in the RTP, and APS if one is prepared, held in different parts of the region, if feasible;
6. A process for enabling members of the public to provide a single request to receive notices, information and updates.

Further, SCAG must conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the SCS and APS, if any. The purpose of the meeting shall be to present a draft of the SCS to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

INTERESTED PARTIES

SCAG intends to encourage involvement of a broad range of people and organizations in the RTP/SCS planning process by reaching out to a wide variety of potential participants.

Per state law, SCAG has expanded its list of Interested Parties which includes the public, stakeholders and tribal governments, to whom we conduct outreach.

The following list of Interested Parties are target audiences SCAG aims to reach in the region:

- » affordable housing advocates
- » business organizations
- » city managers
- » community development representatives
- » commercial property interests
- » community-based organizations
- » educational community and institutions
- » elderly and retired persons
- » elected officials
- » environmental advocates
- » federal land management agencies
- » freight shippers
- » general public
- » governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C.
- » health and wellness representatives
- » home builder representatives
- » homeowner associations
- » landowners
- » Limited English Proficiency populations
- » minority and low-income populations
- » neighborhood and community groups
- » neighborhood councils
- » organizations serving rural area residents
- » planners
- » private providers of transportation
- » private sector
- » providers of freight transportation services
- » public agencies
- » public health and wellness representatives
- » public sector
- » representatives of the disabled
- » representatives of transportation agency employees
- » representatives of users of pedestrian walkways and bicycle transportation facilities
- » representatives of users of public transit
- » special interest non-profit agencies
- » subregional organizations such as Councils of Governments
- » transit operators
- » transportation advocates
- » Tribal Governments
- » women's organizations
- » schools and school-based groups

BOTTOM-UP PLANNING AND INTERAGENCY CONSULTATION

SCAG's three Policy Committees (Transportation Committee, Energy & Environment Committee and Community, Economic & Human Development Committee) include members appointed to represent the 15 subregional organizations in the SCAG region. Further, the numerous subcommittees, technical advisory committees, working groups, and the AB 1246 process (Cal. Pub. Util. Code §130059) facilitate SCAG's ability to provide a framework for ground-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

Within the AB 1246 process, the multi-county designated transportation planning agency (i.e. SCAG) shall convene at least two meetings annually of representatives from each of the county transportation commissions, the agency, and the Department of Transportation for the purposes below.

1. To review and discuss the near-term transportation improvement programs prior to adoption by the county transportation commissions.
2. To review and discuss the Regional Transportation Plan prior to adoption by SCAG pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
3. To consider progress in the development of a region wide and unified public transit system.
4. To review and discuss any other matter of mutual concern.

The region-wide Transportation Agencies CEOs Group is currently fulfilling the function of the AB 1246 process.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG hosts and participates in the Southern California Transportation Conformity Working Group (TCWG). The group meets on a regular basis to address and resolve regional issues pertaining to transportation conformity for the RTP and FTIP; RTP and TIP amendments; and the region's air quality management plans. The TCWG also is the forum for interagency consultation on project-level particulate matter (PM) hot-spot analysis. SCAG serves as the regional PM hot spot analysis clearinghouse and maintains records on all projects on the TCWG page on SCAG's website:

<http://www.scag.ca.gov/programs/Pages/TCWG.aspx>

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, County Transportation Commissions, Transportation Corridor Agencies, and SCAG.

PROGRAMS WITH ESTABLISHED PUBLIC PARTICIPATION PROCEDURES

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to achieve its air quality emissions standards and greenhouse gas reduction targets. SCAG updates the RTP/SCS every four years, as required by law, and SCAG is currently undertaking the development of the 2020 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2045.

California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) requires SCAG and other MPOs to engage the region in the development process of the SCS or an Alternative Planning Strategy (APS) through outreach efforts and a series of workshops and public hearings. For the SCAG region, these workshops and public hearings include workshops for local elected officials and workshops in each county in the region (at least 16 public workshops). SCAG will also conduct public hearings on the Draft 2020 RTP/SCS in different parts of the region.

SCAG prepares several technical companion documents for RTP/SCS updates. These include a Program Environmental Impact Report on the RTP/SCS per CEQA guidelines and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP/SCS may warrant a revision or update to these technical documents.

SCAG also prepares an equity analysis of RTP/SCS updates to determine whether minority and low- income communities in the region share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP/SCS, SCAG prepares a public participation plan that provides more information on how the equity analysis will be conducted throughout that update of the RTP/SCS. For additional information on the Environmental Justice public participation procedures, see pages 32-33 of this Appendix B.)

UPDATING AND REVISING THE RTP/SCS

A complete update of an existing RTP/SCS is required at least once every four years. The RTP/SCS also may be revised in between major updates under certain circumstances, as described below.

RTP/SCS Update

This is a complete update of the most current RTP/SCS, which is prepared pursuant to state and federal requirements. RTP/SCS updates include extensive public consultation and participation involving hundreds of SCAG residents, public agency officials, and stakeholder groups over many months. SCAG's Regional Council and policy committees and other members of the public play key roles in providing feedback on the policy and investment strategies identified in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP/SCS update via existing working groups and ad hoc forums.

RTP/SCS Amendment

An amendment is a major revision to the RTP/SCS, including adding or deleting a project and major changes in project costs, completion year dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). An amendment requires public review and comment and is ultimately presented to SCAG's Regional Council for final approval. An amendment must demonstrate financial constraint and a finding that the change is consistent with federal transportation conformity mandates.

RTP/SCS Administrative Modification

This is a minor revision to the RTP/SCS for minor changes to project phase costs, funding sources, and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP/SCS amendment, changes to projects that are included in the RTP/SCS's financially unconstrained strategic plan may be changed without going through this process.

2020 RTP/SCS Update Process and Schedule

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions (from the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), nine sub-regional councils of governments, 191 cities, and countless other stakeholder organizations and the public. The 2020 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, scenario development and analysis, and significant issues exploration. Considered at a high level, the 2020 RTP/SCS update will be completed in four phases: 1) Technical Bases & Data Collection; 2) Focus on Major Policy Directions; 3) Establish the Plan & Engage the Public; 4) Adopt 2020 RTP/SCS & PEIR (timeline illustrated in the graphic below.) Throughout the process, SCAG staff will engage the public and local, regional, and state partners to develop the 2020 RTP/SCS to meet current and future transportation needs over the next 25 years. Development of the 2020 RTP/SCS will be guided by an existing federal, state, and regional policy framework consisting of FAST Act/MAP-21, the California Transportation Plan and other relevant statewide plans, and the existing 2016 RTP/SCS.

In addition to the overall RTP/SCS development, SCAG also develops alternative scenarios for the



Sustainable Communities Strategies to illustrate the outcomes of different policy and investment choices and identify pathways to meeting GHG reduction targets set by the California Air Resources Board. In preparation of the 2020 SCS Scenarios, SCAG will be engaging directly with community-based organizations and offering participation support to other organizations that are interested in informing scenario development. SCAG will also be developing a robust engagement tool to be used by the general public and promoted through SCAG's regular outreach methods mentioned above on page 10 in order to collect nuanced input on investment and policy priorities.

Throughout the 2020 RTP/SCS development, SCAG's Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing the SCAG region and how to best address them, while considering public input.

The process for the 2020 RTP/SCS development will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. To help direct interested SCAG residents and organizations to participate in key actions or decisions being taken, any changes as well as additional detail will be posted on the www.scagrtpscs.org website.

SUMMARY OF KEY TASKS AND MILESTONES

Step	Tasks	Details	Completion
1	Update Planning Assumptions	» Review and update regional vision, goals, objectives, and performance measures.	Spring 2018 - Summer 2019
2	Update Data (through the new horizon year)	» Update future population, household, and employment growth forecasts. » Update land use assumptions. » Assess projected land uses and identify major growth corridors. » County Transportation Commissions review and update project lists.	Spring 2017 - Winter 2019
3	Transportation Financial Analysis	» Update revenue forecast. » Define cost of multimodal transportation system needs, including operating and maintenance of the existing and future system, plus new and improved facilities and services. » Discuss funding tradeoffs. » Identify potential funding gap (i.e. limits so that revenues = expenditures).	Winter 2018 - Fall 2019
4	Land Use/ Transportation Scenarios Development	» Define land use scenarios. Also, assess land use options and compare options to existing local policies. » Define transportation network scenarios. » Assess scenarios against performance targets. » Obtain stakeholder and public feedback on the scenarios and incorporate input.	Spring 2018 - Spring 2019
5	Issues Exploration	» Work with stakeholders to explore issues such as public health, active transportation, and natural/farm lands. » Incorporate recommendations into the plan (e.g. policies).	Winter 2017 - Summer 2019
6	Preferred Scenario	» Based on stakeholder and public input, identify preferred land use and transportation investment strategy. » Assess preferred scenario against GHG targets. » Preferred scenario approved by Regional Council.	Spring 2019
7	Program Environmental Impact Report	» Estimate the impact of transportation and land uses on air quality and greenhouse gas emissions within the region.	Fall 2018 - Summer 2019
8	Release Draft 2020 RTP/SCS and Program Environmental Impact Report	» Regional Council approves the release of the draft 2020 RTP/SCS and associated PEIR.	September 2019
9	Public Outreach and Comment Period	» Acquire public input on the draft 2020 RTP/SCS and PEIR and respond to public comments.	September 2019 - November 2019
10	Approve Draft 2020 RTP/SCS and Program Environmental Impact Report	» Regional Council reviews for certification PEIR for the 2020 RTP/SCS and review for approval the final 2020 RTP/SCS.	April 2020

It should be noted that while the dates outlined in the above summary are specific to SCAG's development of the 2020 RTP/SCS, the tasks and milestones are applicable to SCAG's general process for developing a RTP/SCS.

PROGRAM ENVIRONMENTAL IMPACT REPORT

SCAG will prepare a Program Environmental Impact Report (PEIR) beginning in the fall of 2018 through summer 2019. The PEIR will evaluate the potential environmental impacts associated with the implementation of the 2020 RTP/SCS.

The 2020 PEIR will focus on a region-wide assessment of existing conditions and potential impacts, as well as broad policy alternatives and program-wide mitigation measures. Potential or probable environmental effects of individual projects included in the 2020 RTP/SCS Project List will not be specifically analyzed in the PEIR. The PEIR will serve as a first-tier document for later CEQA review of individual projects included in the program. For large scale planning approvals (such as the RTP/SCS), where project-level environmental analyses will subsequently be prepared for specific projects broadly identified within a PEIR, the site-specific analysis can be deferred until the project-level environmental document is prepared, provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

SCAG, as the lead agency of the 2020 RTP/SCS, is required to file all CEQA notices related to the PEIR (i.e. Notice of Preparation (NOP), Notice of Availability (NOA), Notice of Determination (NOD)) to the Office of Planning and Research and with the county clerk in each county within the project boundaries (which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties) for public review for 30-60 days. All CEQA notices are also e-mailed out to SCAG stakeholders through SCAG's e-mailing list and posted at SCAG's main office in Los Angeles and regional satellite offices in each of the other five counties for the full comment period to solicit public comments. Public comments received during the NOP stage, the first stage in developing an environmental document of the CEQA process, will be incorporated into the Draft PEIR and public comments received during the NOA stage, the second stage, will be responded to in the Final PEIR. This process ensures public comments are collected and addressed per CEQA requirements.

In summary, the PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site-specific analysis will occur as each project is defined and goes through individual project-level environmental review.

REGIONAL HOUSING NEEDS ASSESSMENT

In addition to the tasks outlined above to develop the 2020 RTP/SCS, SCAG is required to update the eight-year Regional Housing Needs Assessment (RHNA). The RTP/SCS must demonstrate on a regional level, areas sufficient to house all the population of the region, including the eight-year projection of the RHNA.

Both the RTP/SCS and RHNA use the local input survey, which collects information from each local jurisdiction, as the basis for future demographic projections, including household growth. The next RHNA cycle, also known as the 6th cycle, will cover the planning period October 2021 through October 2029. The latest SCAG can adopt the 6th RHNA allocation is October 2020, but SCAG is looking at alternative schedules for an earlier adoption date, possibly to coordinate with the adoption of the 2020 RTP/SCS. As with the SCAG's development of the 2020 RTP/SCS, there will be several opportunities for the public to be involved in the RHNA process including through public meetings and hearings.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Federal Transportation Improvement Plan

SCAG's Federal Transportation Improvement Program (FTIP) is a capital listing of all transportation projects proposed over a six-year period. The listing, adopted every two years, identifies specific funding sources and funding amounts for each project. The FTIP must include all transportation projects that are federally funded, and/or regionally significant, regardless of funding source or whether subject to any federal action.

The FTIP includes improvements to projects on the state highway, local arterial, bridge, public transit, rail, bicycle, pedestrian, safety, maintenance, operational and planning projects to name a few. The projects are submitted to SCAG by the six County Transportation Commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

The following outlines SCAG’s strategies, procedures and techniques for public participation on the FTIP. SCAG intends to update this section of the Appendix as needed prior to commencing each FTIP cycle to reflect appropriate changes.

1. FTIP Public Participation Process in the SCAG Region

SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the transit operators and CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. The County Transportation Commissions are also responsible for transportation programming and short-range planning in their respective counties. The County Transportation Commissions transmit their approved County TIP to SCAG. The public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC’s county TIP development stage, which occurs long before the development of the SCAG FTIP.

There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP. These public participation opportunities are described below.

A. Project Identification

Public participation begins at the local agency level by identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to review and comment on these projects and local plans prior to local agency board approvals.

B. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, and county transportation commissions (CTCs).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs in the SCAG region conduct a “call for projects” when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process and are included in local agency capital improvement needs programs or plans. The CTCs work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs policy boards. All allocation of funds by the policy boards occur in publicly-noticed meetings open to the general public.

The allocation of public funds to projects by other entities meet the public review requirements that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

C. County Transportation Improvement Program (TIP) Development

The CTCs develop their respective TIPs based on FTIP Guidelines prepared by SCAG in consultation with the CTCs, SCAG's TCWG and federal and state agencies staff, with approval by SCAG's Regional Council. The CTCs' submittal of their county TIP to SCAG is their county implementation plan, which is incorporated in its entirety into the SCAG FTIP. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds. When submitting County TIPs to SCAG, each CTC is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

D. SCAG FTIP Development

SCAG develops the FTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs described above in Section C. The Draft SCAG FTIP is noticed for a minimum 30-day public review, and public hearings are held at the SCAG office and, where possible, these public hearings will be available via videoconference, teleconference, or via the web. SCAG also conducts public outreach efforts through social media outlets. The Draft SCAG FTIP documents are made available for review and comment by stakeholders, interested parties and the general public through the SCAG website at <http://ftip.scag.ca.gov/Pages/default.aspx> and at public libraries throughout the six-county region prior to the public hearing. The list of libraries are posted on SCAG's FTIP web page.

In addition to the public hearings, SCAG committees and working groups also review and discuss the draft FTIP. These SCAG groups include the Executive Administration Committee, the Transportation Committee (TC), the Transportation Conformity Working Group (TCWG), and the Energy and Environment Committee (EEC). The SCAG Regional Council takes final action when they adopt the FTIP.

E. FTA Program of Projects

The designated recipient of FTA Section 5307 funds must develop a Program of Projects (POP). The POP is a list of proposed FTA funded projects that must undergo a public review process. Guidance provided by FTA allows the FTIP to function as the POP as long as the public is notified through SCAG's public notice that the FTIP public review process satisfies the public participation requirements of the POP. Once the FTIP is approved, the document will function as the POP for recipients of FTA funds in the SCAG region. SCAG's public participation process for the FTIP is intended to satisfy FTA Section 5307 funding recipients' public participation process for the POP.

F. SCAG FTIP Updates

The FTIP can be amended throughout its term. This process is similar to developing the formal FTIP. Proposed amendments to the adopted FTIP are submitted by the CTCs to SCAG. After SCAG has completed its analysis of the proposed change(s) to the FTIP ensuring consistency with the various programming rules and regulations, SCAG electronically posts the proposed change(s) for a 10-day public review and comment period on the SCAG website at <http://ftip.scag.ca.gov/Pages/default.aspx>

In addition to posting the amendment information on the web, a notice is sent to the TCWG as part of the FTIP amendment public review process.

2. Other FTIP Public Participation strategies, procedures and techniques

A. Enhance Website Capabilities:

- I. Utilize SCAG's website to provide information, announce draft and final program releases encourage feedback and comments from the public, make draft and final programs and corresponding documents available, provide contact information, inform of upcoming events and meetings, post meeting agendas and minutes.
- II. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

B. Update Contact Databases and Advisory Groups:

- I. Review and update mailing lists for outreach efforts.
- II. Expand contact databases to include all Interested Parties identified in the Plan.

C. Coordinate Outreach Efforts with other Stakeholder Organizations:

- I. Support interagency coordination by continuing to host and participate in the monthly TCWG meetings.
- II. Mail Notice of Draft FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final FTIP. Ensure that the public comment period for the program is at least 30 days.
- III. Participate in regular meetings with the county transportation commissions in the coordination of the draft and final FTIP.

D. Conduct Public Hearings:

- I. Announce public hearings in printed materials, on SCAG's website.
- II. Hold public meetings at convenient and accessible locations and times.
- III. Conduct at least two public hearings on the draft FTIP.
- IV. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

E. Maintain a Log of Outreach Efforts:

- I. Maintain a log of all agency-wide outreach presentations.
- II. Review and consider all public comments in the regional transportation planning process.
- III. Record, track and maintain a log of comments and SCAG's response to the comments
- IV. Respond to all comments received in a timely manner.

3. Annual Listing of Projects

Federal regulations require SCAG to develop an annual listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal funds were obligated in the preceding program year. SCAG, in consultation and coordination with the State, county transportation commissions, and public transportation operators throughout the SCAG region, compiles the information and produces the annual listing of projects. The annual listing of obligated projects may be found on the SCAG website at: <http://ftip.scag.ca.gov/Pages/default.aspx>.

4. FTIP Amendments

For the FTIP, the following summarizes the categories of amendments identified by FHWA for the FTIP. The public participation requirements for each amendment type are illustrated in Figure 1.

A. Category 1. Administrative Modification

An administrative modification includes minor changes to project cost, schedule, and project description changes without affecting the scope, and/or funding sources. Please see the Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement program (FTIP) Amendment and Administrative Modification Procedures for a complete definition of an administrative modification and eligibility.

B. Category 2. Amendment – Changes that do not impact the existing conformity determination.

The Amendment category may include changes that are not eligible under an administrative modification.

C. Category 3. Amendment – Relying on the existing Conformity Determination.

This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

D. Category 4. Formal Amendment – New Conformity Determination.

This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis or part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project.

E. Category 5. Technical Amendment

Changes to project information not required to be included in the FTIP per federal requirements. Changes are not subject to an administrative modification or an amendment such as changes to project codes, and changes to correct typographical errors. These technical corrections do not impact project scope or cost.

Amendment Category	Public Hearing Requirements	Public Review Period (# of days)
1 Administrative	N/A	N/A
2 Amendment Changes that do not impact the existing conformity determination	No	1
3 Amendment relying on existing conformity determination	No	10
4 Formal — Requires a new conformity determination	Yes	30

FTIP AMENDMENT AND ADMINISTRATIVE MODIFICATION APPROVAL PROCEDURES

SCAG Executive Director Authority

FTIP AMENDMENT PROCEDURES

As part of the TIP approval process, the SCAG Regional Council granted authority to SCAG's Executive Director or designee to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

- » Changes that do not affect the regional emissions analysis.
- » Changes that do not affect the timely implementation of the Transportation Control Measures.
- » Changes that do not adversely impact financial constraint.
- » Changes consistent with the adopted Regional Transportation Plan.

FTIP amendments triggered by an RTP amendment must be approved by the Regional Council.

FTIP ADMINISTRATIVE MODIFICATION PROCEDURE

The SCAG Regional Council has the discretion to delegate authority to SCAG's Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (FSTIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures and as may be amended. Administrative Modifications are minor project changes that qualify under the FSTIP/FTIP Administrative Modification and Amendment Procedures. Because FTIP Administrative Modifications are considered minor changes, public review is not required.

The following procedures apply to this delegation of authority:

- » SCAG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA.
- » Once the administrative modification is approved by SCAG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP).
- » SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
- » Caltrans will conduct periodic reviews of SCAG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation.

ENVIRONMENTAL JUSTICE PROGRAM

In 1994, Executive Order 12898 directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. Reinforcing Title IV of the Civil Rights Act of 1964, which addresses minority populations, this executive order ensures that every federally-funded project nationwide consider the human environment when undertaking the planning and decision-making process.

As the Metropolitan Planning Organization for six Southern California counties, SCAG developed a policy to ensure that environmental justice principles are an integral part of the transportation planning process, including the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Additionally, as a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis for its RTP/SCS. SCAG's environmental justice program has two main elements: technical analysis and public outreach. As part of SCAG's environmental justice program, the agency also:

- » Provides early and meaningful public access to decision-making processes for all interested parties, including minority and low-income populations;
- » Seeks out and considers the input of traditionally underrepresented groups, such as minority and low-income populations, in the regional transportation planning process;
- » Takes steps to propose mitigation measures or consider alternative approaches for the SCAG region when disproportionately high and adverse impacts on minority or low-income populations are identified; and
- » Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans.

SCAG also prepares additional companion documents, or appendices, to help support or add to the RTP/SCS. The environmental justice technical analysis and public outreach methodology are included in the RTP/SCS Environmental Justice (EJ) Appendix.

Early and continuous public outreach and input from SCAG's environmental justice stakeholders help SCAG prioritize and address needs in the region. Public outreach for environmental justice issues will be conducted concurrently with the RTP/SCS public outreach and development process. SCAG will hold various kick-off meetings, outreach workshops, focus group meetings and interviews throughout the RTP/SCS development process. Specifically, SCAG will hold:

- » At least one (1) kick-off meeting at the beginning of the RTP/SCS development at the SCAG Headquarters located at Downtown Los Angeles (DTLA);
- » At least four (4) outreach workshops during the RTP/SCS development and EJ Appendix development process. At least two (2) of the meetings will be held at SCAG's DTLA Headquarters while at least two (2) will be held in other geographical areas based on needs expressed by stakeholders;
- » Several focus group discussions with various SCAG stakeholders to discuss EJ topics and concerns and the development of the EJ Appendix; and
- » Interviews for SCAG stakeholders that cannot attending focus group meetings to discuss EJ topics and concerns and the development of the EJ Appendix.

In addition to public workshops held during the RTP/SCS EJ Appendix development process, Environmental Justice Working Group (EJWG) meetings will also be held on an ongoing basis every two to three months to help facilitate continuous discuss opportunities on EJ-related topics. Membership of the EJWG represents a cross-section of stakeholders in the EJ community, including advocacy groups (i.e. affordable housing, public health, transit riders, environmental conservation, etc.), regional/sub-regional agencies (i.e. County Transportation Commissions, Tribal Governments, AQMDs, etc.), local jurisdictions (i.e. City/County staff throughout SCAG region who are interested or are taking steps to address EJ topics in their local jurisdiction), and other stakeholders (i.e. non-governmental organizations, community based organizations, goods movement related groups like rail, airports, seaports, and logistic centers, and academic representatives from local universities/colleges who've done research on EJ topics). Some discussion topics include, but are not limited to introduction and implementation of relevant and recently passed legislation (i.e. SB 1000, AB 617), public health impacts like air quality, access to parks and open space, mortality rates and noise impacts on EJ communities, impacts of gentrification on low income communities and local businesses, and lack of transit access and impacts on EJ communities.

All public meetings and workshops aim to be accessible to all groups and individuals interested or concerned with environmental justice. In efforts to make these meetings and workshops more accessible, meeting and workshop materials can be provided in different languages to engage individuals who are not proficient in English. Preliminary meeting details like date, time, and location of meetings will be available to the public approximately 30 days before the meeting date to allow for adequate planning and meeting agendas will be provided at least 72 hours in advance of the meetings online and at all meeting locations. Videoconferencing at SCAG's regional offices (in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties) will be made available to ensure all populations within the SCAG region can be reached. Some meetings will also include webinar capabilities to be able to allow more SCAG stakeholders to participate.

Comments and input gathered during the public outreach process will be documented and incorporated into relevant and appropriate documents, like the current RTP/SCS Environmental Justice Appendix. In the case of the RTP/SCS Environmental Justice Appendix, there will be additional opportunities to provide input like during public outreach workshops and the draft release of the RTP/SCS EJ Appendix for public review.

The overall environmental justice outreach process encourages the public, with many opportunities to share their input and be involved, to discuss and address environmental justice issues and shape SCAG's environmental justice program.

OVERALL WORK PROGRAM

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.

The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

The following describes SCAG's strategies, procedures and techniques with respect to public participation on the OWP.

1. Adopt OWP Preparation Schedule and Work Programs Outcomes: **(September-October)**
 - » Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.
2. Conduct a Budget Workshop: **(February)**
 - » SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.
3. Distribute Draft OWP: **(March)**
 - » The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a minimum 45-day public comment and review period. The draft OWP is also placed on SCAG's website.
4. Distribute the Draft OWP for Public Comments: **(March)**
 - » Staff reaches out to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and transit operators, encourages their feedback on the draft OWP, and notifies them of the availability of the draft document on SCAG's website.
5. Review and Consider Comments Received in the Final OWP Deliberations: **(April)**
 - » Staff reviews and considers all public comments in the OWP planning process.
 - » Staff records, tracks and maintains a log of comments and SCAG's response to the comments.
6. Adopt the Final Comprehensive Budget and Resolution Authorizing the Submittal to Funding Partners: **(April)**
 - » The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.



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Appendix E

SCAG's Language Assistance Plan for Limited English Proficient (LEP) Populations

SCAG is the largest Metropolitan Planning Organization in the nation, representing six counties – Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura – and 191 cities. The SCAG region covers 38,000 square miles and includes a population of more than 19 million people, just under half of the total state population.

As a recipient of federal funds, SCAG follows the Circular's guidance concerning recipients' responsibilities to limited English proficient (LEP) persons. Individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are recognized as limited English proficient, or "LEP." SCAG's Language Assistance Plan for Limited English Proficient Populations is intended to guide the agency in the provision of meaningful access to its services, programs and activities by LEP persons. The plan considers the languages that are spoken in the region, which documents will be translated by the agency, special outreach methods, accommodations for oral language assistance, staff training and how SCAG will evaluate and improve its services to LEP persons.

In developing transportation plans, SCAG has employed numerous strategies to engage and seek input from traditionally underserved populations. This plan complements in many ways the goals and strategies outlined in SCAG's Public Participation Plan to engage the public in regional planning efforts. A full copy of the Public Participation Plan is included herein as **Appendix D** and can be found on SCAG's website at: <http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>.

Four- Factor Analysis of Language Assistance Measures

SCAG is required to ensure meaningful access to the benefits, services, and information regarding our programs and activities to individuals who are limited English proficient. SCAG has consulted the USDOT's LEP Guidance and performed a four-factor analysis of LEP populations in the region and the agency's level of interaction to determine the appropriate mix of services to offer. The four factors consider the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the SCAG's programs.
2. The frequency with which LEP persons come into contact with SCAG's programs, activities or services.
3. The nature and importance of the program, activity, or service provided by SCAG to people's lives.
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

LEP Populations in the Region

To identify LEP populations in the region, SCAG looked to the U.S. Census Bureau's American Community Survey (ACS) 2019 Data Set1 using the criteria, "Language Spoken at Home, by Ability to Speak English, for Populations 5 Years and Older." In reviewing the ACS data, SCAG has made the determination that any individual who indicated they do not speak English "very well" would be classified as LEP. Out of a total population of 17,755,313 persons (ages 5 years and older) in the SCAG region, approximately 20%, or 3,537,059 persons, were identified as LEP. Spanish-speakers constituted the largest LEP group – 2,392,605 persons, or 13.5% of individuals in the SCAG region indicated that they did not speak English very well. Other large LEP populations in the region include Chinese, Vietnamese, and Korean speakers. The following table provides additional information, including LEP populations that meet the DOJ's safe harbor threshold of 1,000 persons of the total LEP population eligible to be served.

To corroborate this data, SCAG looked to information from the 2000 Census and 2011-2015 American Community Survey data. Overall, LEP populations were higher in the 2000 Census figures, with 3,752,830 persons, or 24.6% of the total population ages 5 years and older who indicated they did not speak English very well. Over the 2011-2015 period the share of LEP individuals decreased to 22% and decreased to 20% in 2019. Mirroring a shift in regional immigration, the Spanish speaking share of the region's LEP population decreased slightly from 70.0% to 67.6% while the Chinese speaking share increased from 7.5% to 8.8%.

¹ Note: Imperial County data for 2019 unavailable. 2011-2015 ACS 5-year estimates for Imperial County were joined to 2019 1-year ACS estimates for the remaining counties in the region.

LEP Populations in the SCAG Region

Language	Total LEP Persons	% of SCAG Region LEP Population	% of Total SCAG Population
Spanish	2392605	67.64%	13.48%
Chinese (incl. Mandarin, Cantonese)	311989	8.82%	1.76%
Vietnamese	173967	4.92%	0.98%
Korean	153762	4.35%	0.87%
Tagalog (incl. Filipino)	109463	3.09%	0.62%
Armenian	79396	2.24%	0.45%
Persian (incl. Farsi, Dari)	44574	1.26%	0.25%
Japanese	32989	0.93%	0.19%
Arabic	31241	0.88%	0.18%
Russian	24343	0.69%	0.14%
Thai, Lao, or other Tai-Kadai languages	22725	0.64%	0.13%
Khmer	18126	0.51%	0.10%
Ilocano, Samoan, Hawaiian, or other Austronesian languages	15939	0.45%	0.09%
Hindi	12144	0.34%	0.07%
Punjabi	11061	0.31%	0.06%
Other languages of Asia	8785	0.25%	0.05%
Bengali	7756	0.22%	0.04%
Portuguese	7489	0.21%	0.04%
Other and unspecified languages	7360	0.21%	0.04%
Other Indo-European languages	7175	0.20%	0.04%
French (incl. Cajun)	7028	0.20%	0.04%
Amharic, Somali, or other Afro-Asiatic languages	6141	0.17%	0.03%
Gujarati	5367	0.15%	0.03%
Urdu	4638	0.13%	0.03%
Hebrew	3590	0.10%	0.02%

Ukrainian or other Slavic languages	3533	0.10%	0.02%
Yoruba, Twi, Igbo, or other languages of Western Africa	3396	0.10%	0.02%
German	3271	0.09%	0.02%
Nepali, Marathi, or other Indic languages	3269	0.09%	0.02%
Italian	3075	0.09%	0.02%
Polish	2991	0.08%	0.02%
Tamil	2808	0.08%	0.02%
Greek	2785	0.08%	0.02%
Telugu	2609	0.07%	0.01%
Haitian	2045	0.06%	0.01%
Swahili or other languages of Central, Eastern, and Southern Africa	1903	0.05%	0.01%
Yiddish, Pennsylvania Dutch or other West Germanic languages	1705	0.05%	0.01%
Hmong	1556	0.04%	0.01%
Serbo-Croatian	1228	0.03%	0.01%
Malayalam, Kannada, or other Dravidian languages	691	0.02%	0.00%
Other Native languages of North America	396	0.01%	0.00%
Navajo	145	0.00%	0.00%

Frequency of Interaction

In the past, SCAG's LEP Program focused on four major activities, which included:

- Providing interpreters available at meetings and workshops, with 72-hour advance notice
- Translating selected documents into Spanish, Chinese, Korean and Vietnamese and making these documents available for download on the agency's website
- Utilization of specialty outreach consultants to engage with the LEP and minority communities for the development of the Regional Transportation Plan/Sustainable Communities Strategy
- Disseminating notices of availability and press releases to print, radio and broadcast media serving minority communities

To better assess its LEP program, the agency continues to monitor staff's frequency of interaction with LEP communities, including when SCAG receives phone calls from non-English speakers, and when language

interpretation at public meetings is requested.

SCAG has largely relied on its bilingual staff to assist in our LEP efforts. The aforementioned phone calls by non-English speakers were requests for information, and bilingual staff from SCAG was able to address the caller's needs. In the few cases where interpreters were needed at public meetings, SCAG's bilingual staff was able to accommodate the non-English speaker(s). SCAG also receives visiting delegations from China and Korea, and bilingual staff members have provided approximately 25 in-language presentations a year, for the past two years.

In conducting outreach for past cycles of the Regional Transportation Plan/Sustainable Communities Strategy, SCAG translated several key documents and made these available on the agency website.

The Importance of SCAG's Programs to LEP Populations

As the Metropolitan Planning Organization for the region, SCAG represents six counties, including 191 cities and more than 19 million residents. The agency develops long-range regional transportation plans as well as sustainable communities strategies, growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. SCAG does not implement projects, so the agency works with its partners at the County Transportation Commissions and local jurisdictions to develop the plans in a "bottom-up" process. The agency follows this process to provide local and county jurisdictions a greater voice in determining their priorities.

SCAG's planning activities have the potential to impact every person in the region and SCAG seeks to provide reasonable opportunities for interested parties to comment or provide input on these activities. SCAG evaluates the particular planning activity at hand, whether it be a planning study or a demonstration project, and assesses what level of public engagement would be the most effective. SCAG's Public Participation Plan outlines some of the strategies used to engage LEP populations, in particular those living in rural and environmental justice communities.

Resources for LEP Outreach

As listed in the Language Assistance Plan portion of this document, SCAG translates vital documents, makes available interpreters or translation services at public meetings upon request and conducts outreach to ethnic media. Outside of its main headquarters in downtown Los Angeles, SCAG maintains regional offices in the other five counties, including: Imperial, Orange, Riverside, San Bernardino and Ventura. These offices are each staffed by a liaison that provides outreach to member cities and other agencies. They play an important role in SCAG's overall public outreach efforts by working with local agencies to identify stakeholder groups that may be interested in participating in regional planning. These liaisons also provide presentations to groups on the agency's RTP/SCS.

In addition to SCAG staff resources, approximately \$40,000 per year is allocated for additional language services provided by outside consultants. This amount includes funds for consultant-led outreach to constituent groups and additional ethnic press outreach.

Conclusion

Given the size and diversity of the SCAG region, SCAG's frequency and type of interaction with LEP persons, and the resources available, SCAG determined that the agency will prioritize access to information and translation of vital documents in the four most frequently spoken languages in the region other than English – Spanish, Chinese, Korean and Vietnamese. Provided that it has the resources to do so, SCAG will also, upon request, translate documents and provide interpretation services in other languages.

SCAG's Language Assistance Plan for LEP Populations

Based on the results of the four-factor analysis, SCAG has prepared a Language Assistance Plan, utilizing a broad range of tools to engage LEP populations and provide staff procedures for providing assistance.

Translation of Vital and Non-Vital Documents

To achieve compliance with U.S. DOT guidelines, SCAG has taken into consideration the Safe Harbor Provision of the FTA Title VI Circular (4702.1B) in developing its policy on translating documents:

"DOT has adopted DOJ's Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost."

SCAG's four-factor analysis reveals more than 30 languages that are spoken by more than 1,000 LEP persons in the SCAG six-county region. Spanish-speaking LEP persons are the largest group, representing 68% of the total LEP population, followed by Chinese (8.82%), Vietnamese (4.92%), Korean (4.35%), Tagalog (3.09%) and Armenian (2.24%). There is no other language that exceeds two percent of the LEP population share.

Upon review of the four-factor analysis, SCAG determined that the agency will translate documents considered "vital" into the four most frequently spoken languages other than English – Spanish, Chinese, Vietnamese and Korean. Vital documents include:

- Notices of availability
- Display ads in ethnic newspapers
- Public hearing/meeting notices with information on free language assistance services
- Title VI complaint form
- Notice of a person's rights under Title VI

The Agency will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other non-vital documents – such as long-range plans (in their entirety), executive summaries of plans or fact sheets as well as flyers and announcements into Spanish, Chinese, Vietnamese or Korean.

With regard to translating vital and non-vital documents into other languages, SCAG is committed to providing reasonable access to all individuals and complying with the DOT’s Safe Harbor Provision. Subject to available resources, SCAG will provide translations of the agency’s vital – and non-vital documents on a case-by-case basis – by request. Requests can be made by emailing contactus@scag.ca.gov or through our online public participation form: <http://scag.ca.gov/participate/Pages/PublicComment.aspx>

Interpreting and Oral Language Assistance

SCAG will provide interpreting assistance at its public meetings and workshops with, at minimum, a 72-hour advance notice. Requests can be made by emailing contactus@scag.ca.gov or through our online public participation form: <http://scag.ca.gov/participate/Pages/PublicComment.aspx>

SCAG relies on a contracted firm to meet most of its interpreting and translation needs. To support these projects, SCAG also often enlists the help of bilingual staff for quality control purposes. These staff members are fluent in English and Spanish, Chinese, or Korean, and are well versed in planning terminology and concepts. SCAG’s contracted translation service maintains a roster of certified and/or qualified interpreters and will utilize them on an as-needed basis. Interpreters will need to assess the reading level of the audience and speak to the target language group’s vocabulary, phrases and/or dialects. Interpreters and translation services must also demonstrate proficiency in both English and the other language, as well as accurately communicate specialized terms or concepts in regional planning.

Outreach and Media Engagement

When engaging the public on its long-range plans and programs, SCAG has utilized traditional media outlets (print, radio and television) as a primary outreach tool. This applies to LEP populations as well. SCAG sends press releases and public meeting announcements to local ethnic media, and purchases display ads for public hearing notices in Chinese, Korean, Spanish and Vietnamese language newspapers serving the region.

As outlined in the Public Participation Plan, SCAG will outreach to local organizations to engage those who are traditionally uninvolved or under-involved in the planning process, including rural and economically disadvantaged LEP populations. SCAG will provide in-language group presentations upon request towards this effort. Group in-language presentations may be requested by emailing contactus@scag.ca.gov or through our online public participation form: <http://scag.ca.gov/participate/Pages/PublicComment.aspx>

Use of Bilingual Staff

All front-line SCAG staff are provided with the LEP Plan and educated on procedures and services available. To assist in identifying LEP individuals who need language assistance, SCAG will utilize the

U.S. Census Bureau’s “I Speak” language identification list. The list translates “Mark this box if you read or speak [language name]” into 38 different languages and will be an effective tool at SCAG’s reception desk, public meeting rooms and regional offices.

As mentioned previously, SCAG relies on a core group of volunteer bilingual staff to assist in providing live interpreting, light document translation, and consultant translation review. Special steps are taken during regular and special board meetings. Bilingual staff who volunteer to serve as interpreters and translators is on hand to assist with interpreting, in particular during the public comment portion of the meetings. For public hearings and workshops required by law, the bilingual staff is briefed on the content of any presentation and has access to additional resources with which to reference. Finally, the bilingual staff is provided information on the following topics:

- Understanding the Title VI LEP responsibilities
- What language assistance services SCAG offers
- Frequently used planning terms and their translated equivalents
- Use of LEP “I Speak Cards”
- How to access a staff interpreter
- Documentation of language assistance requests
- How to handle a complaint

SCAG’s Human Resources Department has assessed the feasibility of utilizing a bilingual fluency examination to ensure that the volunteer bilingual staff possesses the requisite skill and proficiency to provide effective bilingual communication, and is considering the feasibility of providing additional compensation to such bilingual staff.

Monitoring and Evaluating the Plan

Ensuring fair and equal access to information is a priority for SCAG. SCAG will institute a formal procedure to document the frequency with which LEP persons come into contact with agency staff, programs, or download translated documents available on the website, in addition to the nature of the interaction (i.e. an information request, request to translate new documents, etc.).

When performing public outreach or at public hearings, SCAG will distribute a survey for LEP participants to assess the effectiveness of the agency’s language services and whether alternate services may need to be employed.

SCAG will assess and evaluate its Language Assistance Plan, at minimum, every four years prior to the development of the next RTP/SCS. This will allow the agency to determine if there are sufficient resources (such as staff, technology and funding) to meet potential needs in advance of planned public outreach activities for the Plan.

Appendix F

SCAG Board Resolution Adopting the 2020 Title VI Program

Attachment: SCAG Title VI Program (Resolution No. 20-626-1 Regarding the SCAG 2020 Title VI Program)



RESOLUTION NO. 20-626-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE SCAG 2020 TITLE VI 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 Bill Jahn, Big Bear Lake

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.;

WHEREAS, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), hereinafter referred to as "Title VI," prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance;

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) published Circular FTA C 4702.1B (Circular) to provide recipients of FTA financial assistance with guidance and instructions necessary to carry out the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR part 21);

WHEREAS, as a direct recipient of funds from the FTA and Federal Highway Administration, SCAG is subject to Title VI and is required to submit a Title VI compliance report, or "Title VI Program" to FTA every three years;

WHEREAS, SCAG has developed its 2020 Title VI Program to comply with DOT's Title VI requirements as promulgated in the Circular, which is intended to serve as an update to the agency's current Title VI Program.

WHEREAS, included as part of the SCAG 2020 Title VI Program is its Limited English Proficiency (LEP) Plan and related Language Assistance Program to which SCAG staff has developed for the purpose of improving its strategies to engage and seek input from traditionally underserved populations; and

WHEREAS, the 2020 Title VI Program, along with its corresponding staff report, has been reviewed and discussed by SCAG's Regional Council.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments that it to approves the SCAG 2020 Title VI Program.

BE IT FURTHER RESOLVED:

- 1. The Regional Council hereby authorizes submittal of the SCAG 2020 Title VI Program to FTA and other applicable state and federal agencies.

Attachment: SCAG Title VI Program (Resolution No. 20-626-1 Regarding the SCAG 2020 Title VI Program)

2. That SCAG’s Executive Director, or his designee, is hereby designated and authorized to submit the SCAG 2020 Title VI Program to FTA and other agencies, and to execute all related documents on behalf of the Regional Council.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of November, 2020.

Rex Richardson
President, SCAG
Councilmember, Long Beach

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Justine Block
Acting Chief Counsel



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Southern California Association of Governments
Remote Participation Only
November 5, 2020

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

From: Rongsheng Luo, Program Manager II,
(213) 236-1994, LUO@scag.ca.gov

Subject: Public Release of Transportation Conformity Analysis for Draft
2021 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council authorize the release of the transportation conformity analysis of the Draft 2021 FTIP for public review and comment, beginning November 6, 2020 and ending December 7, 2020.

RECOMMENDED ACTION FOR RC:

Authorize the release of the transportation conformity analysis of the Draft 2021 FTIP for public review and comment, beginning November 6, 2020 and ending December 7, 2020.

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:

SCAG has developed the Draft 2021 FTIP in cooperation with its stakeholders. Pending approval by the Transportation Committee (TC) and Regional Council (RC), the Draft 2021 FTIP Report which includes the associated transportation conformity analysis will be released on November 6, 2020 for a 30-day public review. The conformity analysis demonstrates that the Draft 2021 FTIP meets all federal transportation conformity requirements. On February 4, 2021, after the public review period closes, the Draft 2021 FTIP is scheduled to be presented to TC and the final conformity analysis portion is scheduled to be presented to the EEC, for recommended adoption by the Regional Council (RC) on the same day.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators. The FTIP is developed through a “bottom up” approach.

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

Over the past several months, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the Draft 2021 FTIP. The Draft 2021 FTIP is a programming document totaling over \$35.3 billion in programming and containing over 2,000 projects covering a six (6) year period. The Draft 2021 FTIP includes 62 projects for Imperial County programmed at \$67.4 million; 1,050 projects for Los Angeles County programmed at \$20.2 billion; 151 projects for Orange County programmed at \$2.3 billion; 388 projects for Riverside County programmed at \$7.3 billion; 193 projects for San Bernardino County programmed at \$4.3 billion; and 168 projects for Ventura County programmed at \$1.1 billion.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. Environmental Protection Agency's transportation conformity regulations, the Draft 2021 FTIP needs to pass five transportation conformity tests: consistency with the adopted Connect SoCal, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the 2021 FTIP would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis for the Draft 2021 FTIP, and the analysis demonstrates conformity.

At its meeting today, the Transportation Committee (TC) is considering recommended approval to the Regional Council of the public release of the Draft 2021 FTIP for a 30-day public review and comment period. On February 4, 2021, after the public comment period closes, the Draft 2021 FTIP will be scheduled for recommended approval by the TC and final approval by the Regional Council. On the same day, the transportation conformity determination will be scheduled for recommended approval by the EEC and final adoption by the Regional Council respectively.

The Draft 2021 FTIP would be accessible at: <http://ftip.scag.ca.gov/Pages/2021/draft.aspx> or www.scag.ca.gov.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

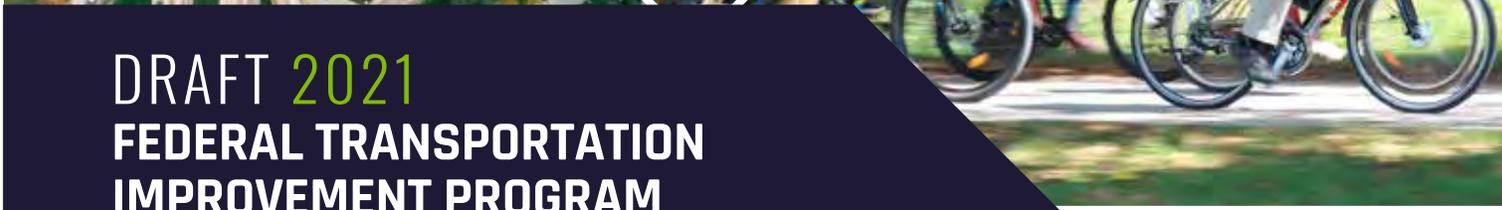
ATTACHMENT(S):

1. Draft 2021 Federal Transportation Improvement Program Executive Summary



SCAG™

INNOVATING FOR A BETTER TOMORROW



DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY VOLUME I OF III

FY 2020/21 - 2025/26
November 2020

Attachment: Draft 2021 Federal Transportation Improvement Program Executive Summary (Conformity Analysis for Draft 2021 FTIP)



VISION

Southern California’s Catalyst
for a Brighter Future.

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.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

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* Regional Council Officer

EXECUTIVE SUMMARY

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INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2021 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2020/21 - 2025/26 for the region, with the last two years 2024/25-2025/26 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution and greenhouse gas (GHG) emissions. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) based on their project selection criteria for inclusion into the regional FTIP. The 2021 FTIP has been developed in partnership with the CTCs and Caltrans.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

The projects included in the 2021 FTIP are consistent with SCAG's approved Connect SoCal - 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.



PROGRAM SUMMARY

The 2021 FTIP includes approximately 2,000 projects programmed at \$35.3 billion over the next six years. By comparison, the total programming for the 2019 FTIP was \$34.6 billion. The increase in programming funds in the 2021 FTIP compared to the 2019 FTIP is due to a variety of factors. First, the passage of SB 1 in 2017 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2021 FTIP shows that \$7.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III - Part A of the 2021 FTIP). In addition, the 2021 FTIP reflects \$19.3 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III - Part A of the 2019 FTIP).

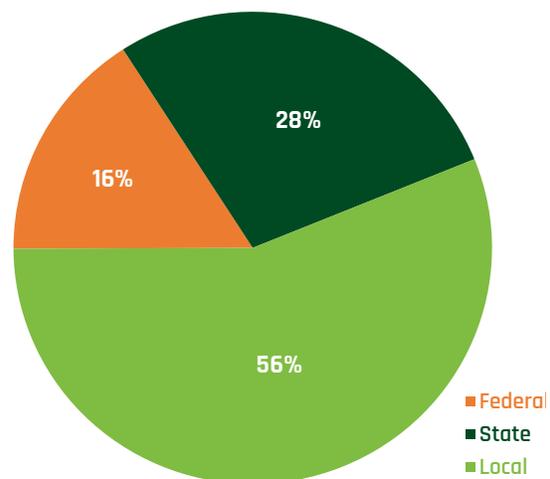
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

FIGURE 1 is a summary of funding sources categorized as federal, state and local sources. **FIGURE 1** and its accompanying pie chart illustrate that 16 percent of the program total is from federal funds, 28 percent from state funds, and 56 percent from local funds.

FIGURE 1 SUMMARY OF 2021 FTIP BY FUNDING SOURCE (IN 000'S)

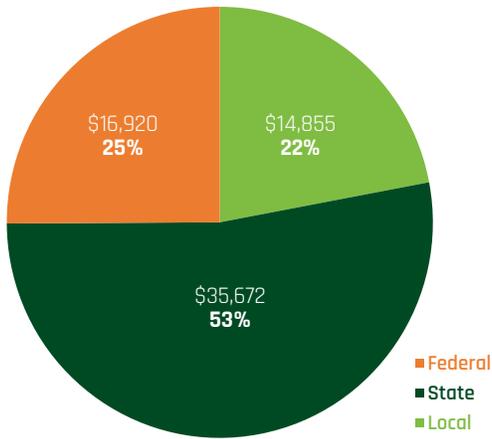
	FEDERAL	STATE	LOCAL	TOTAL
2020/21	\$1,967,541	\$5,305,507	\$3,975,931	\$11,248,979
2021/22	\$1,187,249	\$2,119,643	\$3,558,508	\$6,865,400
2022/23	\$1,254,329	\$502,695	\$2,662,077	\$4,419,101
2023/24	\$717,156	\$479,997	\$3,744,516	\$4,941,669
2024/25	\$265,100	\$1,234,697	\$2,465,258	\$3,965,055
2025/26	\$240,289	\$241,466	\$3,398,369	\$3,880,124
TOTAL	\$5,631,664	\$9,884,005	\$19,804,659	\$35,320,328
% OF TOTAL	16%	28%	56%	100%

SUMMARY OF 2021 FTIP BY FUNDING SOURCE

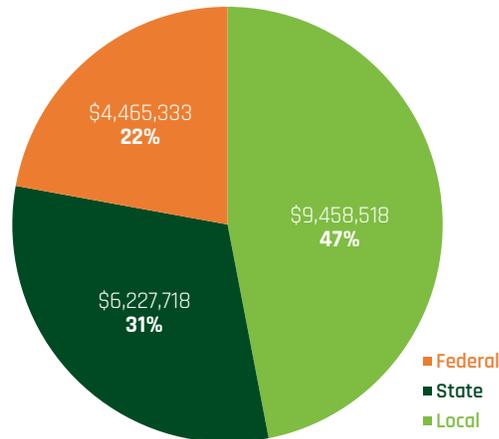


The six pie charts shown below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region by federal, state, and local funding sources.

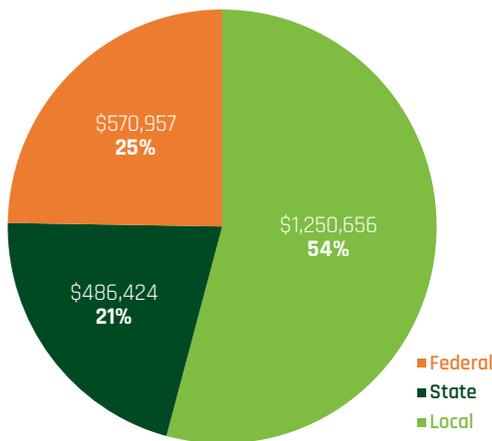
IMPERIAL COUNTY: \$67,447 (in \$000's)



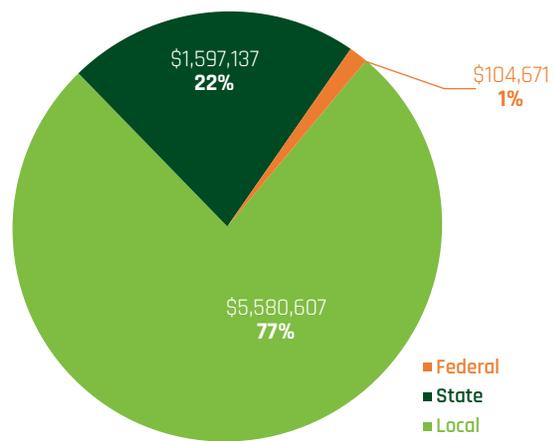
LOS ANGELES COUNTY: \$20,151,569 (in \$000's)



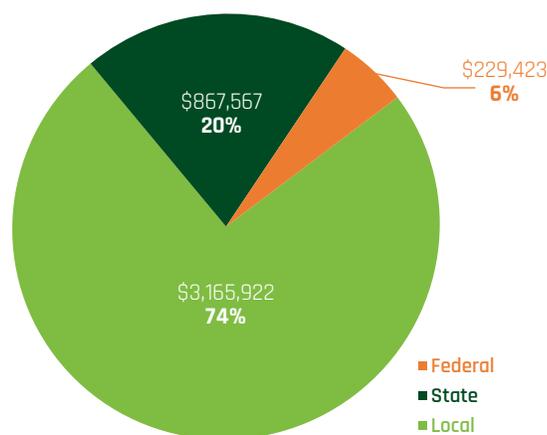
ORANGE COUNTY: \$2,308,037 (in \$000's)



RIVERSIDE COUNTY: \$7,282,415 (in \$000's)



SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)



VENTURA COUNTY: \$1,152,430 (in \$000's)

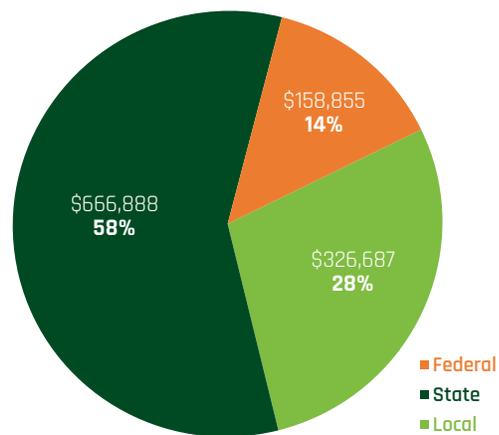


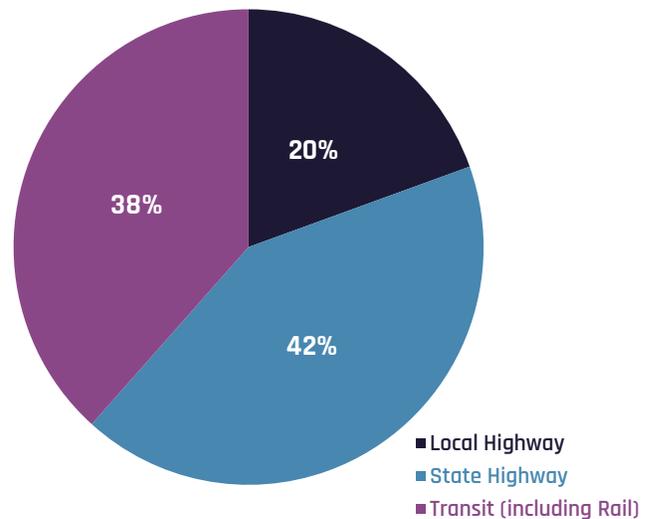
FIGURE 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. **FIGURE 2** (and its accompanying pie chart) illustrate that 42 percent of the total \$35.3 billion in the 2021 FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program and 38 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II) of the 2021 FTIP.

At the time of the development of the 2021 FTIP the SCAG region, along with every other region in the world, is facing the devastation of the COVID-19 pandemic. The national, state, county, and local stay-at home and quarantine orders have put a strain on the all aspects of society as well as the economy. As the public adjusts to the stay-at-home and quarantine orders, transportation demand has been drastically reduced and fuel consumption has decreased as people are driving less thereby consuming less fuel. The overall reduction in revenues due to the COVID-19 pandemic is unknown as the SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects.

FIGURE 2 SUMMARY OF 2021 FTIP BY PROGRAM (IN 000'S)

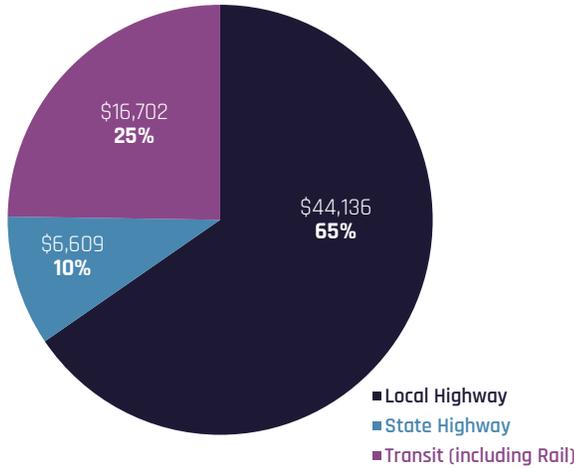
	LOCAL	STATE	TRANSIT (INCLUDING RAIL)	TOTAL
2020/21	\$1,909,560	\$5,399,986	\$3,939,433	\$11,248,979
2021/22	\$1,023,299	\$3,092,629	\$2,749,472	\$6,865,400
2022/23	\$570,324	\$1,220,181	\$2,628,596	\$4,419,101
2023/24	\$684,967	\$1,366,716	\$2,889,986	\$4,941,669
2024/25	\$1,130,418	\$2,101,509	\$733,128	\$3,965,055
2025/26	\$1,571,050	\$1,695,528	\$613,546	\$3,880,124
TOTAL	\$5,889,618	\$14,876,549	\$13,554,161	\$35,320,328
% OF TOTAL	20%	42%	38%	100%

SUMMARY OF 2021 FTIP BY FUNDING SOURCE

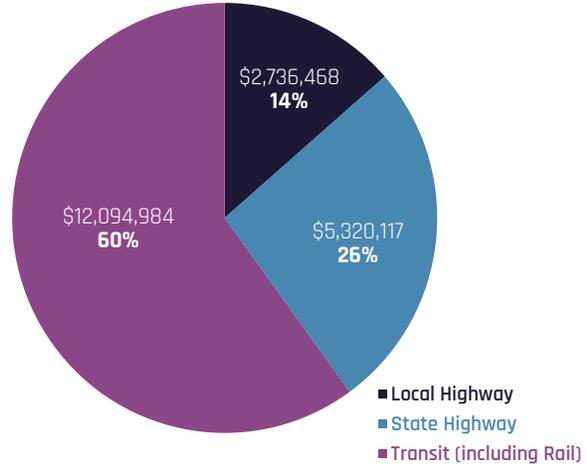


The six pie charts below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit programs.

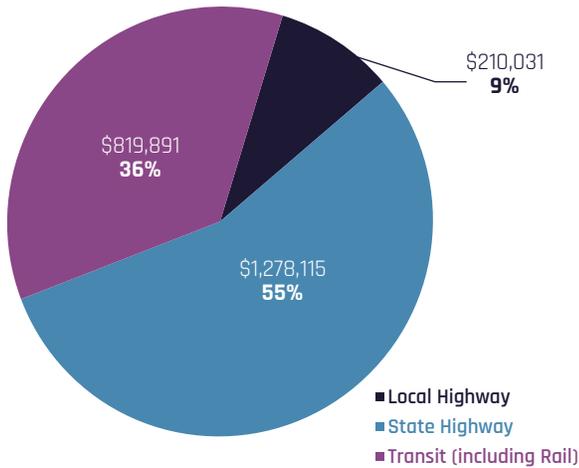
IMPERIAL COUNTY: \$67,447 (in \$000's)



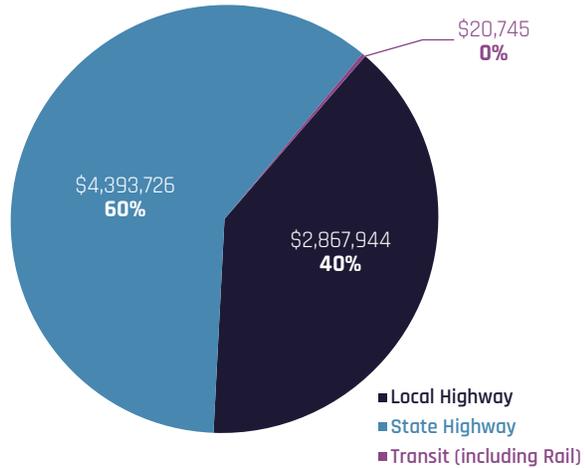
LOS ANGELES COUNTY: \$20,151,569 (in \$000's)



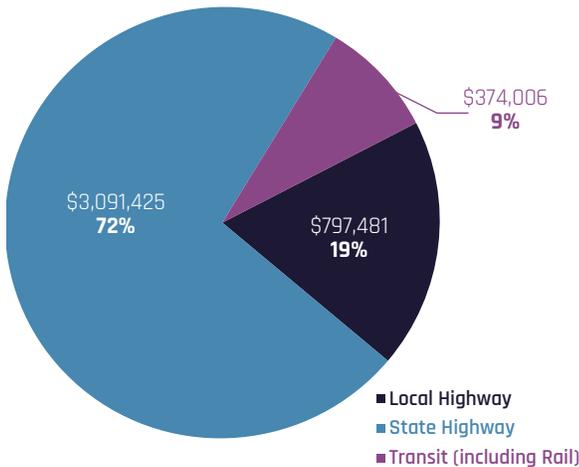
ORANGE COUNTY: \$2,308,037 (in \$000's)



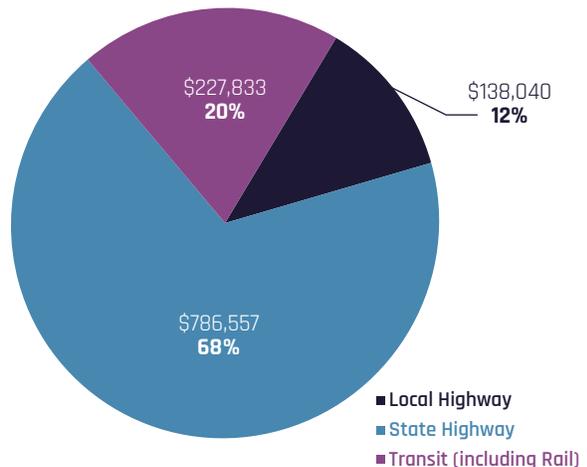
RIVERSIDE COUNTY: \$7,282,415 (in \$000's)



SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)



VENTURA COUNTY: \$1,152,430 (in \$000's)



ENVIRONMENTAL JUSTICE

The Connect SoCal - 2020 RTP/SCS, approved by the SCAG Regional Council on May 7, 2020 (and certified by FHWA/FTA with regard to transportation conformity on June 5, 2020), includes a comprehensive Environmental Justice analysis. On September 3, 2020, Connect SoCal - 2020 RTP/SCS was approved in its entirety and for all other purposes. The 2021 FTIP is consistent with the policies, programs and projects included in the Connect SoCal - 2020 RTP/SCS, and as such the Environmental Justice analysis included as part of Connect SoCal appropriately serves as the analysis for the transportation investments in the 2021 FTIP.

A key component of Connect SoCal's development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included the solicitation of input from our regional environmental justice stakeholders through the Environmental Justice Working Group which started in May 2018. As part of the environmental justice analysis for Connect SoCal, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, neighborhood change and displacement, access to essential services like jobs, shopping and parks and open space, air quality, public health, noise, and rail related impacts. For additional information regarding these and other environmental justice performance measures and the detailed environmental justice analysis, please see:

www.connectsocial.org/Documents/Adopted/fConnectSoCal_Environmental-Justice.pdf.

On September 6, 2018, SCAG's Regional Council adopted an updated **Public Participation Plan** designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. The updated plan addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2021 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP).

In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit:

scag.ca.gov/Documents/Final2018PPP.pdf.

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2021 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2021 FTIP. The guidelines serve as a manual for CTCs to develop their respective county Transportation Improvement Program (TIP) and for submitting their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2021 FTIP were approved by the SCAG Regional Council on September 5, 2019. For additional information on the 2021 FTIP Guidelines, please visit: ftip.scag.ca.gov/Pages/Final2021/FTIPGuidelines.pdf.

On November 5, 2020, the Draft 2021 FTIP will be released for a 30-day public review period. During the public review period, two public hearings will be held on the Draft 2021 FTIP, the first on November 17th and the second on December 2, 2020. 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 N29-20, the hearings will be held virtually via Zoom. These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2021 FTIP will be posted on the SCAG website and distributed to libraries throughout the region.

ECONOMIC IMPACTS OF 2021 FTIP PROGRAM EXPENDITURES

THE FTIP'S INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six-year time period beginning in FY 2020/2021 and ending in FY 2025/2026. Economic and job impacts were calculated using REMI, a structural regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments. The REMI model uses a system of equations based on county-specific information to forecast how the region's economy changes over time and reacts to new conditions by county and by year.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations and maintenance, and architectural and engineering services. Operations and maintenance expenditures for highways and transit facilities are included in the construction category given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Over the six-year period, the FTIP program will generate an annual average of more than 104,000 jobs in the six-county SCAG region. The total employment impact of the 2021 FTIP transportation program is shown in **FIGURE 3**.

FIGURE 3 JOBS CREATED ANNUALLY BY 2021 FTIP INVESTMENTS (REMI ANALYSIS)

	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	AVERAGE
SCAG REGION	244,519	119,456	93,043	79,749	40,904	47,139	104,135
IMPERIAL COUNTY	240	228	51	30	17	28	99
LOS ANGELES COUNTY	166,863	69,281	59,168	44,672	7,562	6,844	59,065
ORANGE COUNTY	31,979	16,627	15,289	13,584	2,553	2,473	13,751
RIVERSIDE COUNTY	21,152	20,305	7,626	16,303	11,653	32,118	18,193
SAN BERNARDINO COUNTY	17,088	10,790	8,785	4,115	18,185	4,289	10,542
VENTURA COUNTY	7,196	2,225	2,122	1,045	934	1,388	2,485

In addition to supporting the economy and job creation in the SCAG region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 4,760 jobs per year on average. This shows that investing for transportation in SCAG region is important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2021 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts as a result of the relative efficiency improvements of the regional transportation system. Connect SoCal - 2020 RTP/SCS, included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will be beneficial in terms of economic development, competitive advantage, and overall improvement in the economic competitiveness of the SCAG region within the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more highly skilled employees. A robust regional economy with a well-functioning transportation system provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become all the more important to regions such as Southern California in terms of enhanced economic growth and competitiveness, attraction and retention of employers and highly skilled employees, and creation of good-paying jobs. Economic analysis performed in support of the 2020 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 264,500 jobs per year.

2021 FTIP PROGRAM PERFORMANCE

Connect SoCal set forth a vision to advance Southern California's mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, Connect SoCal includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these performance objectives, and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multi-modal performance measures as featured in the Connect SoCal Performance Measures Technical Report:

www.connectsocial.org/Documents/Adopted/fConnectSoCal_Performance-Measures.pdf.

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law in July 2012, established new federal requirements for states and MPOs such as SCAG to implement a performance-based approach to transportation system decision making and development of transportation plans. The 'Fixing America's Surface Transportation' (FAST) Act, signed into law in December 2015, reaffirmed the federal commitment to the establishment of transportation performance measures. Although SCAG has been using performance measures in its metropolitan planning programs for many years, MAP-21 required the establishment of state and regional performance targets that address several performance measures specifically indicated in the federal legislation:

- Number of fatalities and serious injuries on all public roads
- Rate of fatalities and serious injuries on all public roads
- Total combined number of non-motorized fatalities and serious injuries on all public roads
- Pavement condition on the Interstate System and National Highway System (NHS)
- Bridge condition on the NHS
- Percent of reliable person miles travelled on the Interstate System and on the non-interstate NHS
- Percent of Interstate System mileage with reliable truck travel times
- On-road mobile source emissions
- Non-single occupancy vehicle mode share
- Transit system safety
- Transit asset management

MAP-21 also required that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. Federal rulemaking finalized in May 2017 provided performance measures for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. The Final Rule required that State Departments of Transportation and MPOs collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. The performance discussion included in the 2021 FTIP will focus on key metrics from the 2020 RTP/SCS (Connect SoCal), which includes the federal MAP-21 performance measures.

For additional information regarding program performance, please see the Performance Measures chapter of the 2021 FTIP Technical Appendix at: ftip.scag.ca.gov/Documents/D2021-FTIP_TA_Sec07.pdf.

PROGRAMMING INVESTMENTS

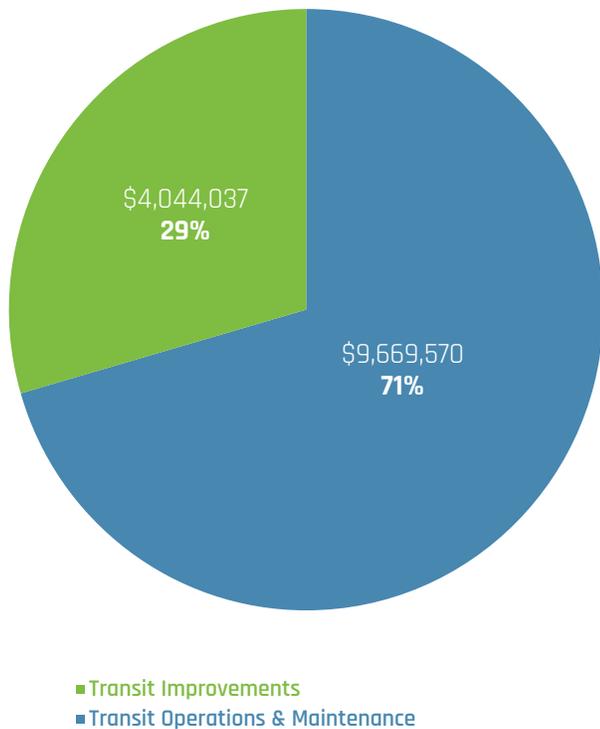
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2020 RTP/SCS (Connect SoCal). The 2021 FTIP funding breakdown (**FIGURE 4**) shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

FIGURE 4 2021 FTIP AMOUNT PROGRAMMED (IN \$ MILLIONS)

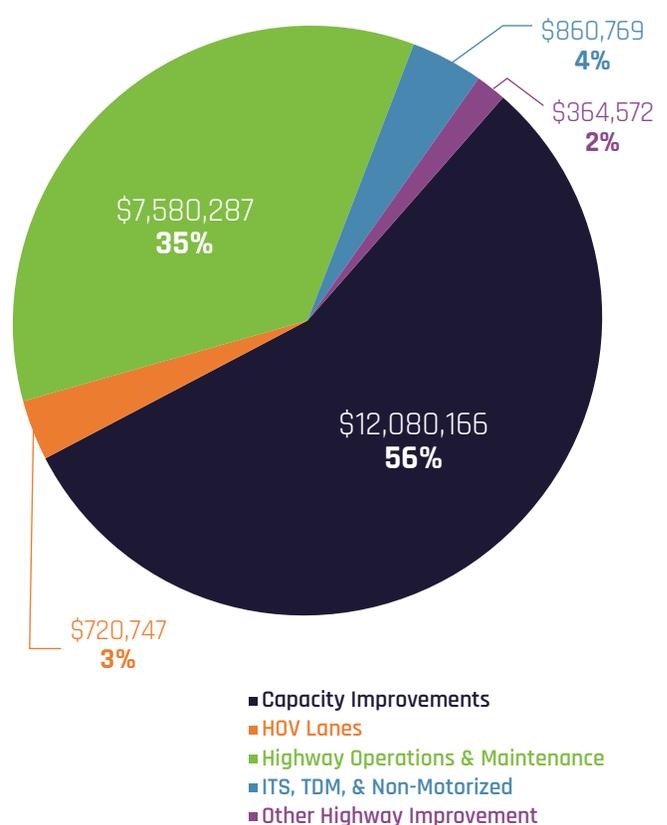
Transit Improvements	\$9,670
Transit Operations and Maintenance	\$4,044
Highway Improvements	\$12,801
Highway Operations and Maintenance	\$7,580
ITS, Transportation Demand Management, and Active Transportation	\$861
Other	\$365

2021 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: \$13,713,607 (\$1,000's)



HIGHWAY INVESTMENT: \$21,607,721 (\$1,000's)



The 2021 FTIP includes an estimated \$1.15 billion programmed towards active transportation projects. While the FTIP presents an overview of federally funded investments in the region, it is not a complete picture of all the active transportation type projects that are delivered. This is because active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. In 2017, Senate Bill 1 the Road Repair and Accountability Act, was signed into law. SB 1 established \$56 billion in investments to California's transportation system through the establishment of a new tax on gasoline purchases. Funds are split equally between the State and Cities/Counties. Further, SB1 increased the investment in the State's Active Transportation Program (ATP) from \$123 million annually to \$223 million annually; nearly doubling the funding available in the program. Active transportation improvement projects tend to be smaller projects where state generated funds like SB1 are preferred by local agencies for implementation due to the reduction of cumbersome requirements common with federal funds.

FIGURE 5 provides a breakdown of how the \$1.15 billion programmed in the 2021 FTIP is allocated to different project types in the region. In addition to the amount currently programmed, Cycle 5 of Active Transportation Program (ATP) grants will be programmed once they are released by Caltrans, thereby increasing overall FTIP investments towards active transportation.

SCAG's RTP/SCS calls for increases in active transportation funding over the 25-year plan period, culminating in a total of \$22.5 billion through 2045. Overall, the level of investment described here closely aligns with Connect SoCal and demonstrates the region is on track to meet its goal.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2021 FTIP FY2020/21 - FY2025/26*	PERCENTAGE OF ATP INVESTMENT IN 2021 FTIP
Bicycle & Pedestrian Infrastructure	\$556.6	48%
Dedicated Bicycle Infrastructure	\$216.7	19%
Dedicated Pedestrian Infrastructure	\$139.7	12%
First Mile/Last Mile Strategies	\$104.6	9%
Bicycle Detection & Traffic Signals	\$24.1	2%
Safe Routes to Schools/Education	\$1.1	<1%
Planning	\$1.8	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	\$103.7	9%
TOTAL AMOUNTS	\$1,148.3	

* Excludes ATP Projects for Cycle 5

TRANSPORTATION CONFORMITY

The 2021 FTIP must satisfy the following requirements to be in compliance with federal conformity regulations: It must be consistent with SCAG's 2020 RTP/SCS (Connect SoCal); it must meet regional emissions tests; it must demonstrate timely implementation of transportation control measures (TCMs); it must go through inter-agency consultation and public involvement process; and it must be financially constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2021 FTIP

The 2021 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2021 FTIP under the required federal tests.

CONSISTENCY WITH THE 2020 RTP/SCS TEST

FINDING: SCAG's 2021 FTIP (project listing) is consistent with the 2020 RTP/SCS (policies, programs, and projects).

REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21-48 in Section II of the Technical Appendix.

FINDING: The regional emissions analyses for the 2021 FTIP is an update to the regional emissions analyses for the Connect SoCal - 2020 RTP/SCS.

FINDING: The 2021 FTIP regional emissions for ozone precursors (2008 and 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

FINDING: The 2021 FTIP regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM_{2.5} NAAQS).

FINDING: The 2021 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2021 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

FINDING: The 2021 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County).

FINDING: The 2021 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF TCM TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

FINDING: The TCM strategies listed in the 2016 Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

FINDING: The 2021 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). For more information on SCAG's PPP, please visit <http://scag.ca.gov/Documents/Final2018PPP.pdf>. In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The 2021 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions throughout the development process (September 24, 2019; October 29, 2019; December 7, 2019; February 25, 2020; March 24, 2020; April 28, 2020; May 26, 2020; June 23, 2020; and July 28, 2020 August 25, 2020, and September 22, 2020). The draft conformity analysis will be released for a 30-day public review on November 6, 2020. Two public hearings will be held, the first on November 17th and the second on December 2, 2020. 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 N29-20, the hearings will be held virtually via Zoom. The 2021 FTIP will also be presented to the Regional Transportation CEOs at their meeting held on January 15, 2021, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2021 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2021 FTIP will be documented and responded to accordingly.

FINANCIAL CONSTRAINT TEST

FINDING: The 2021 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the Connect SoCal - 2020 RTP/SCS. SCAG's 2021 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.



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Southern California Association of Governments
Remote Participation Only
November 5, 2020

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

From: John Asuncion, Senior Regional Planner,
(213) 236-1936, asuncion@scag.ca.gov

Subject: Release of the Draft 2021 Federal Transportation
Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Approve and recommend that Regional Council authorize the release of the Draft 2021 FTIP for public review and comment, beginning November 6, 2020 and ending December 7, 2020.

RECOMMENDED ACTION FOR RC:

Authorize the release of the Draft 2021 FTIP for public review and comment, beginning November 6, 2020 and ending December 7, 2020.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) in cooperation with the California Department of Transportation (Caltrans), the county transportation commissions (CTCs), and public transit operators. SCAG in cooperation with its stakeholders has developed the Draft 2021 FTIP. In order to submit the Final 2021 FTIP to Caltrans by March 1, 2021, staff is seeking the approval of the Transportation Committee (TC) to release the Draft 2021 FTIP for a thirty (30) day public review and comment period beginning on November 6, 2020. Upon completion of the public review and response to public comments, SCAG staff will report back to the Transportation Committee, the Energy and Environment Committee, and the Regional Council at the February 4, 2021 meetings to present a summary of comments received, responses to comments, proposed revisions to the Draft 2021 FTIP and seek approval of the proposed final 2021 FTIP including the associated transportation conformity analysis.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA)

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per state law. As such, it is responsible for developing and maintaining the FTIP in cooperation with Caltrans, the CTCs in the SCAG region, and public transit operators. The FTIP is developed through a “bottom up” approach.

Over the past year, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the Draft 2021 FTIP. The Draft 2021 FTIP is a programming document totaling over \$35.3 billion in programming and containing over 2,000 projects covering a six (6) year period. The Draft 2021 FTIP includes 62 projects for Imperial County programmed at \$67.4 million; 1,050 projects for Los Angeles County programmed at \$20.2 billion; 151 projects for Orange County programmed at \$2.3 billion; 388 projects for Riverside County programmed at \$7.3 billion; 193 projects for San Bernardino County programmed at \$4.3 billion; and 168 projects for Ventura County programmed at \$1.1 billion.

The projects included in the 2021 FTIP are consistent with the adopted Connect SoCal (2020 Regional Transportation Plan/ Sustainable Communities Strategy), and for the most part, represent the first six-years of capital investments outlined in the Connect SoCal. The FTIP is developed to incrementally implement the capital projects and programs contained in the Connect SoCal. It should be noted that costs associated with system operation for transit as well as highway, which represent significant portion of costs accounted in the Connect SoCal, are not reflected in FTIP. FTIP only reflects capital improvement costs for capacity addition as well as operational improvements. It also does not capture local investments that do not rely on federal sources, which are critical to realizing the region’s vision and level of investment anticipated by Connect SoCal for Active Transportation and improvements to local streets.

The 2012 federal transportation authorization legislation, ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) and the subsequent 2015 federal transportation authorization legislation, ‘Fixing America’s Surface Transportation’ (FAST) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.” The performance measure (PM) targets for the SCAG region are required to be included in the FTIP, along with information regarding how the region is working toward achieving those targets.

The MAP-21 performance measures provide a standardized quantitative framework for evaluating statewide and regional progress toward meeting national transportation system performance goals. Guidelines in support of the MAP-21 performance monitoring program were finalized by FHWA through three rulemakings. Performance Management Rule 1 (PM 1) provides performance metrics for Transportation System Safety; Performance Management Rule 2 (PM 2) defines measures for

National Highway System (NHS) pavement and bridge condition; and Performance Management Rule 3 (PM3) focuses on NHS System Performance, Freight Movement, and the CMAQ program.

In consultation with the state's MPOs, Caltrans was required to establish two-year and four-year statewide targets for each of the designated federal performance measures within these performance categories. The MPOs, including SCAG, were then required to establish targets for their respective region. MAP-21 requires that both the RTP/SCS and the FTIP include information on the federal performance targets established for the SCAG region and a description of how the region is performing in regard to achievement of those targets.

At the conclusion of the initial four-year performance reporting cycle in 2022, SCAG will coordinate with Caltrans on the development of a report to FHWA indicating to what extent the MAP-21 performance targets for PM 1, PM 2, and PM 3 were achieved at both the state and regional level. Based on a review of projects included in the 2021 FTIP, there are more than 500 projects that are anticipated to have a safety benefit. These safety-related investments programmed in the FTIP total more than \$7 billion. These figures will change since subsequent FTIP amendments will impact performance measures.

The projects contained within the 2021 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these PM targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2021 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Additionally, the Draft 2021 FTIP includes a new section that describes the CTC project selection procedures. Each CTC explains how projects are selected for inclusion in the FTIP and is consistent with the "bottoms up" approach of the development for the 2021 FTIP. Per the 2020 Connect SoCal (2020 RTP/SCS), Highways and Arterials Appendix, SCAG has a current set of principles to guide the development of programming priority for Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. The principles were reviewed through the AB 1246 process and adopted by SCAG's Regional Council. These principles are used in the development of each county's STBG and CMAQ programs.

The FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted 2020 RTP/SCS
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
3. Timely Implementation of Transportation Control Measures (TCMs)
(40 CFR, Section 93.113)

4. Financial Constraint
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

In order to allow for a February 4, 2021 adoption of the 2021 FTIP including the associated Transportation Conformity Analysis by the Regional Council and submit the adopted FTIP to Caltrans by March 1, 2021, staff is requesting that the Transportation Committee recommend authorization by the Regional Council to release the Draft 2021 FTIP for a 30-day public review and comment period November 6, 2020 through December 7, 2020.

Two public hearings will be held during the public review period. The first public hearing will be held on November 17, 2020 and the second public hearing will be held on December 2, 2020. Both public hearings will be held virtually. The Draft 2021 FTIP will be posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. Notices regarding the availability of the Draft 2021 FTIP for public review will be distributed to over 50 public libraries throughout the region. In addition, hardcopies of the 2021 FTIP will also be provided as requested by public libraries. Upon completion of the public review period, SCAG staff will provide responses to all comments in the proposed final 2021 FTIP. The proposed final 2021 FTIP will thereafter be presented to the Transportation Committee and Regional Council for approval at the February 4, 2021 meetings. The final Transportation Conformity Analysis will be presented to the Energy and Environment Committee (EEC) and Regional Council for approval on the same day. Federal approval of the 2021 FTIP is expected to occur in mid-April 2021.

The Draft 2021 FTIP is accessible at: <http://ftip.scag.ca.gov/Pages/2021/draft.aspx> or www.scag.ca.gov.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (OWP) under project 030.0146.02 (Federal Transportation Improvement Program) and 010.0170.01 (RTP Support, Development, and Implementation).

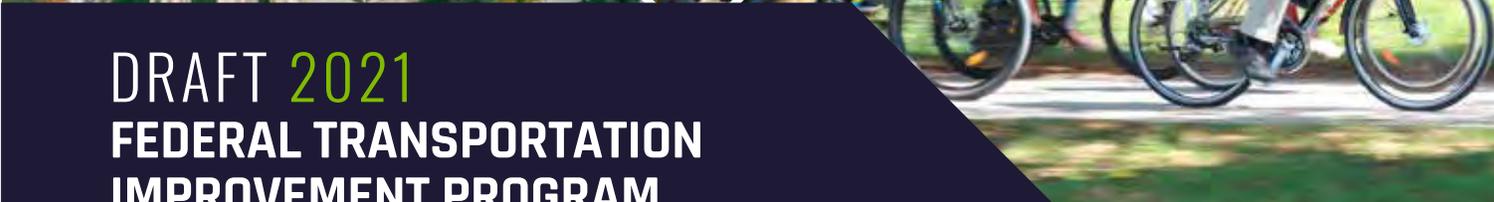
ATTACHMENT(S):

1. Draft 2021 Federal Transportation Improvement Program Executive Summary
2. PowerPoint Presentation - Draft 2021 Federal Transportation Improvement Program



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DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY VOLUME I OF III

FY 2020/21 - 2025/26
November 2020

Attachment: Draft 2021 Federal Transportation Improvement Program Executive Summary (Release of the Draft 2021 Federal Transportation



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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.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

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Ventura County Transportation Commission Mike T. Judge

* Regional Council Officer

EXECUTIVE SUMMARY

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INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2021 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2020/21 - 2025/26 for the region, with the last two years 2024/25-2025/26 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution and greenhouse gas (GHG) emissions. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) based on their project selection criteria for inclusion into the regional FTIP. The 2021 FTIP has been developed in partnership with the CTCs and Caltrans.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

The projects included in the 2021 FTIP are consistent with SCAG's approved Connect SoCal - 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.



PROGRAM SUMMARY

The 2021 FTIP includes approximately 2,000 projects programmed at \$35.3 billion over the next six years. By comparison, the total programming for the 2019 FTIP was \$34.6 billion. The increase in programming funds in the 2021 FTIP compared to the 2019 FTIP is due to a variety of factors. First, the passage of SB 1 in 2017 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2021 FTIP shows that \$7.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III - Part A of the 2021 FTIP). In addition, the 2021 FTIP reflects \$19.3 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III - Part A of the 2019 FTIP).

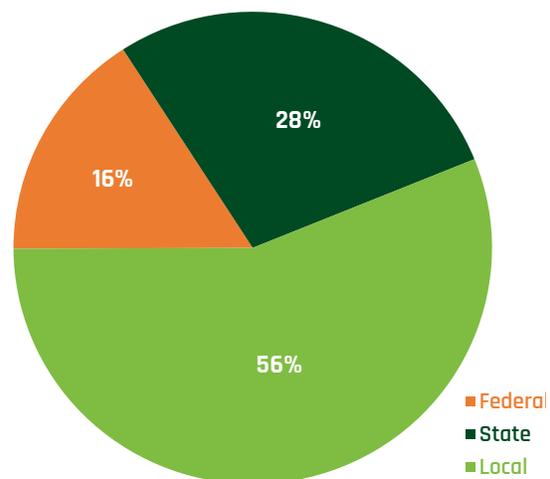
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

FIGURE 1 is a summary of funding sources categorized as federal, state and local sources. **FIGURE 1** and its accompanying pie chart illustrate that 16 percent of the program total is from federal funds, 28 percent from state funds, and 56 percent from local funds.

FIGURE 1 SUMMARY OF 2021 FTIP BY FUNDING SOURCE (IN 000'S)

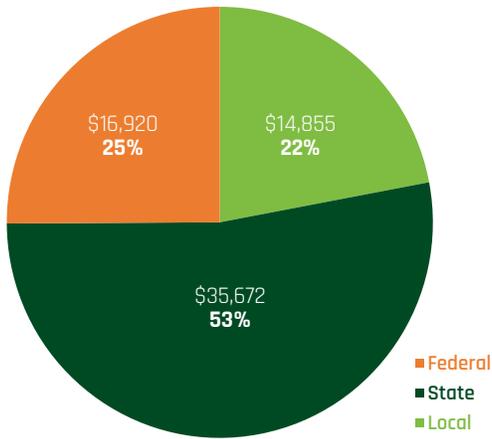
	FEDERAL	STATE	LOCAL	TOTAL
2020/21	\$1,967,541	\$5,305,507	\$3,975,931	\$11,248,979
2021/22	\$1,187,249	\$2,119,643	\$3,558,508	\$6,865,400
2022/23	\$1,254,329	\$502,695	\$2,662,077	\$4,419,101
2023/24	\$717,156	\$479,997	\$3,744,516	\$4,941,669
2024/25	\$265,100	\$1,234,697	\$2,465,258	\$3,965,055
2025/26	\$240,289	\$241,466	\$3,398,369	\$3,880,124
TOTAL	\$5,631,664	\$9,884,005	\$19,804,659	\$35,320,328
% OF TOTAL	16%	28%	56%	100%

SUMMARY OF 2021 FTIP BY FUNDING SOURCE

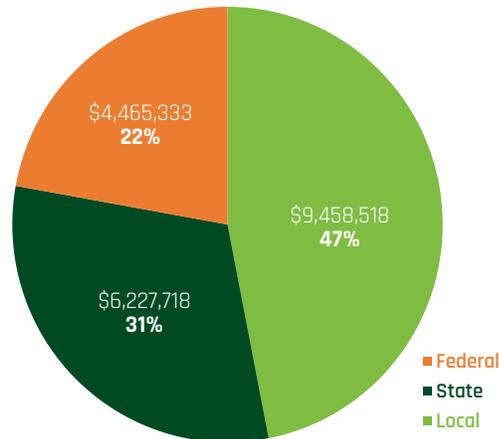


The six pie charts shown below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region by federal, state, and local funding sources.

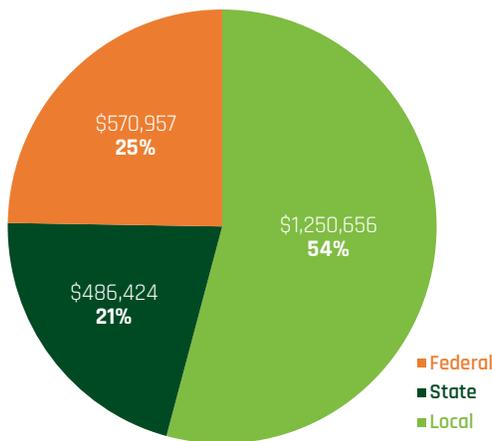
IMPERIAL COUNTY: \$67,447 (in \$000's)



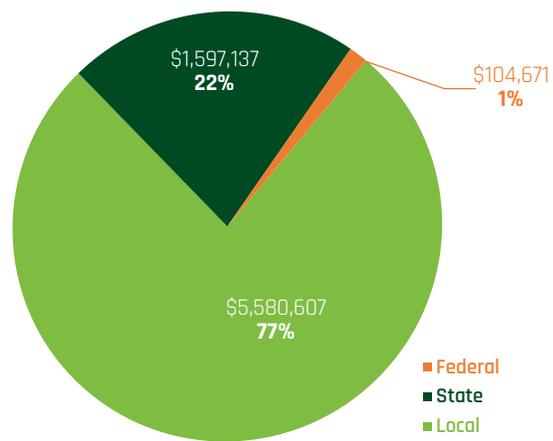
LOS ANGELES COUNTY: \$20,151,569 (in \$000's)



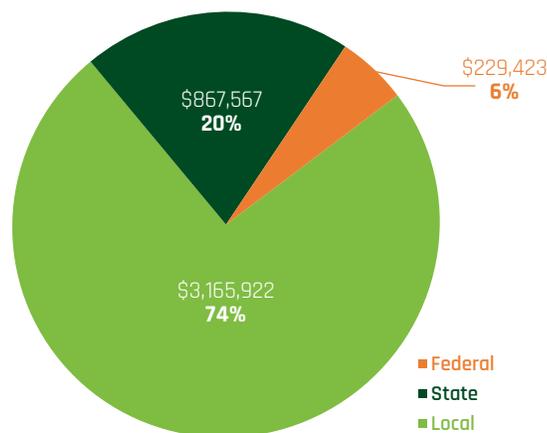
ORANGE COUNTY: \$2,308,037 (in \$000's)



RIVERSIDE COUNTY: \$7,282,415 (in \$000's)



SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)



VENTURA COUNTY: \$1,152,430 (in \$000's)

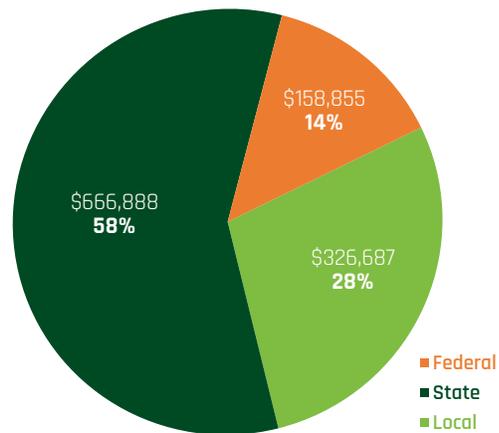


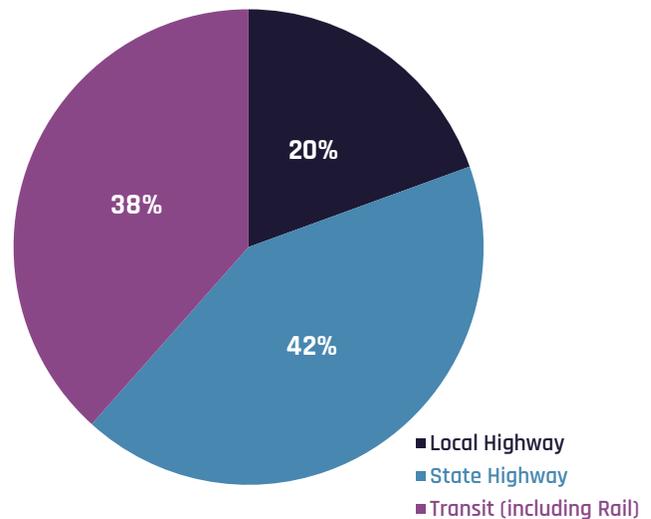
FIGURE 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. **FIGURE 2** (and its accompanying pie chart) illustrate that 42 percent of the total \$35.3 billion in the 2021 FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program and 38 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II) of the 2021 FTIP.

At the time of the development of the 2021 FTIP the SCAG region, along with every other region in the world, is facing the devastation of the COVID-19 pandemic. The national, state, county, and local stay-at home and quarantine orders have put a strain on the all aspects of society as well as the economy. As the public adjusts to the stay-at-home and quarantine orders, transportation demand has been drastically reduced and fuel consumption has decreased as people are driving less thereby consuming less fuel. The overall reduction in revenues due to the COVID-19 pandemic is unknown as the SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects.

FIGURE 2 SUMMARY OF 2021 FTIP BY PROGRAM (IN 000'S)

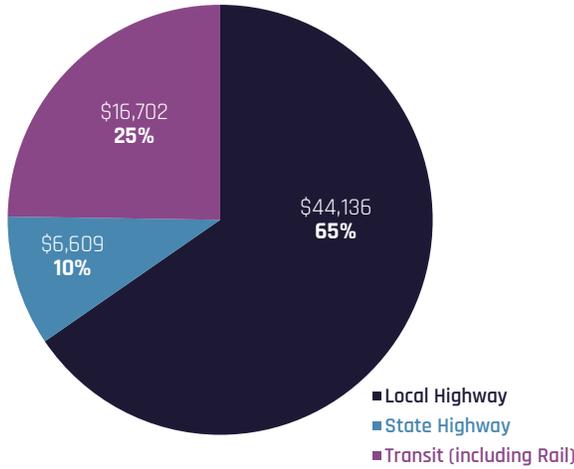
	LOCAL	STATE	TRANSIT (INCLUDING RAIL)	TOTAL
2020/21	\$1,909,560	\$5,399,986	\$3,939,433	\$11,248,979
2021/22	\$1,023,299	\$3,092,629	\$2,749,472	\$6,865,400
2022/23	\$570,324	\$1,220,181	\$2,628,596	\$4,419,101
2023/24	\$684,967	\$1,366,716	\$2,889,986	\$4,941,669
2024/25	\$1,130,418	\$2,101,509	\$733,128	\$3,965,055
2025/26	\$1,571,050	\$1,695,528	\$613,546	\$3,880,124
TOTAL	\$5,889,618	\$14,876,549	\$13,554,161	\$35,320,328
% OF TOTAL	20%	42%	38%	100%

SUMMARY OF 2021 FTIP BY FUNDING SOURCE

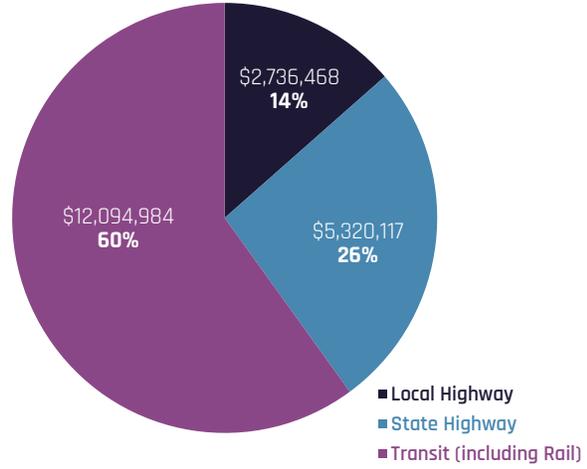


The six pie charts below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit programs.

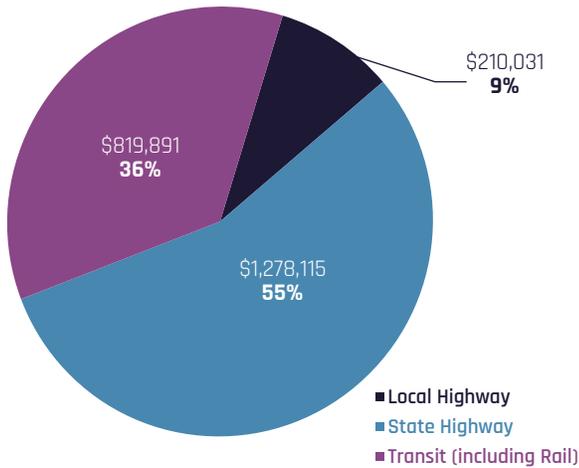
IMPERIAL COUNTY: \$67,447 (in \$000's)



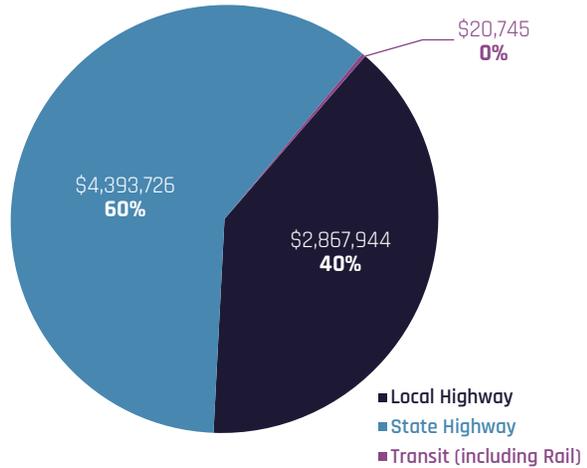
LOS ANGELES COUNTY: \$20,151,569 (in \$000's)



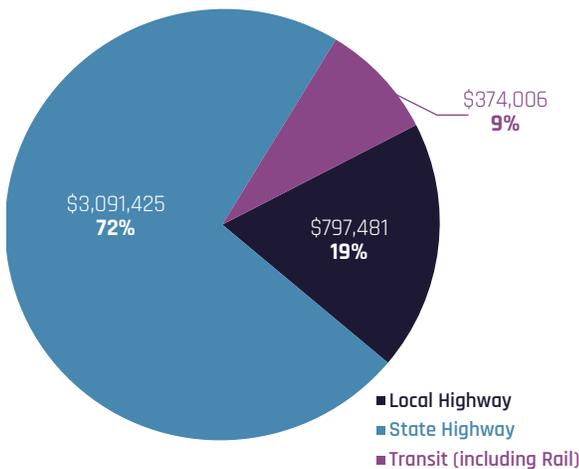
ORANGE COUNTY: \$2,308,037 (in \$000's)



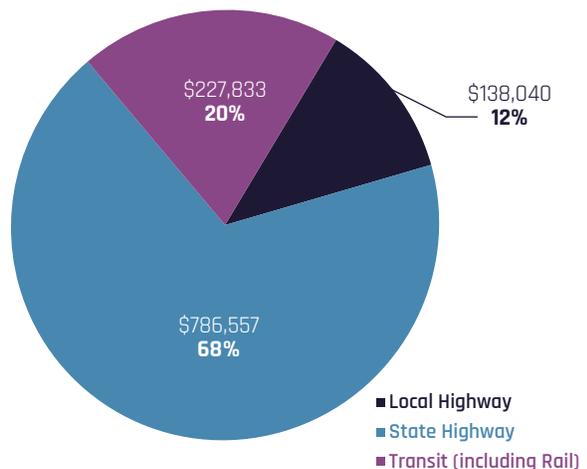
RIVERSIDE COUNTY: \$7,282,415 (in \$000's)



SAN BERNARDINO COUNTY: \$4,262,912 (in \$000's)



VENTURA COUNTY: \$1,152,430 (in \$000's)



ENVIRONMENTAL JUSTICE

The Connect SoCal - 2020 RTP/SCS, approved by the SCAG Regional Council on May 7, 2020 (and certified by FHWA/FTA with regard to transportation conformity on June 5, 2020), includes a comprehensive Environmental Justice analysis. On September 3, 2020, Connect SoCal - 2020 RTP/SCS was approved in its entirety and for all other purposes. The 2021 FTIP is consistent with the policies, programs and projects included in the Connect SoCal - 2020 RTP/SCS, and as such the Environmental Justice analysis included as part of Connect SoCal appropriately serves as the analysis for the transportation investments in the 2021 FTIP.

A key component of Connect SoCal's development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included the solicitation of input from our regional environmental justice stakeholders through the Environmental Justice Working Group which started in May 2018. As part of the environmental justice analysis for Connect SoCal, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, neighborhood change and displacement, access to essential services like jobs, shopping and parks and open space, air quality, public health, noise, and rail related impacts. For additional information regarding these and other environmental justice performance measures and the detailed environmental justice analysis, please see:

www.connectsocial.org/Documents/Adopted/fConnectSoCal_Environmental-Justice.pdf.

On September 6, 2018, SCAG's Regional Council adopted an updated **Public Participation Plan** designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. The updated plan addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2021 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP).

In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit:

scag.ca.gov/Documents/Final2018PPP.pdf.

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2021 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2021 FTIP. The guidelines serve as a manual for CTCs to develop their respective county Transportation Improvement Program (TIP) and for submitting their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2021 FTIP were approved by the SCAG Regional Council on September 5, 2019. For additional information on the 2021 FTIP Guidelines, please visit: ftip.scag.ca.gov/Pages/Final2021/FTIPGuidelines.pdf.

On November 5, 2020, the Draft 2021 FTIP will be released for a 30-day public review period. During the public review period, two public hearings will be held on the Draft 2021 FTIP, the first on November 17th and the second on December 2, 2020. 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 N29-20, the hearings will be held virtually via Zoom. These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2021 FTIP will be posted on the SCAG website and distributed to libraries throughout the region.

ECONOMIC IMPACTS OF 2021 FTIP PROGRAM EXPENDITURES

THE FTIP'S INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six-year time period beginning in FY 2020/2021 and ending in FY 2025/2026. Economic and job impacts were calculated using REMI, a structural regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments. The REMI model uses a system of equations based on county-specific information to forecast how the region's economy changes over time and reacts to new conditions by county and by year.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations and maintenance, and architectural and engineering services. Operations and maintenance expenditures for highways and transit facilities are included in the construction category given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Over the six-year period, the FTIP program will generate an annual average of more than 104,000 jobs in the six-county SCAG region. The total employment impact of the 2021 FTIP transportation program is shown in **FIGURE 3**.

FIGURE 3 JOBS CREATED ANNUALLY BY 2021 FTIP INVESTMENTS (REMI ANALYSIS)

	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	AVERAGE
SCAG REGION	244,519	119,456	93,043	79,749	40,904	47,139	104,135
IMPERIAL COUNTY	240	228	51	30	17	28	99
LOS ANGELES COUNTY	166,863	69,281	59,168	44,672	7,562	6,844	59,065
ORANGE COUNTY	31,979	16,627	15,289	13,584	2,553	2,473	13,751
RIVERSIDE COUNTY	21,152	20,305	7,626	16,303	11,653	32,118	18,193
SAN BERNARDINO COUNTY	17,088	10,790	8,785	4,115	18,185	4,289	10,542
VENTURA COUNTY	7,196	2,225	2,122	1,045	934	1,388	2,485

In addition to supporting the economy and job creation in the SCAG region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 4,760 jobs per year on average. This shows that investing for transportation in SCAG region is important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2021 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts as a result of the relative efficiency improvements of the regional transportation system. Connect SoCal - 2020 RTP/SCS, included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will be beneficial in terms of economic development, competitive advantage, and overall improvement in the economic competitiveness of the SCAG region within the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more highly skilled employees. A robust regional economy with a well-functioning transportation system provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become all the more important to regions such as Southern California in terms of enhanced economic growth and competitiveness, attraction and retention of employers and highly skilled employees, and creation of good-paying jobs. Economic analysis performed in support of the 2020 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 264,500 jobs per year.

2021 FTIP PROGRAM PERFORMANCE

Connect SoCal set forth a vision to advance Southern California's mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, Connect SoCal includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these performance objectives, and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multi-modal performance measures as featured in the Connect SoCal Performance Measures Technical Report:

www.connectsocial.org/Documents/Adopted/fConnectSoCal_Performance-Measures.pdf.

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law in July 2012, established new federal requirements for states and MPOs such as SCAG to implement a performance-based approach to transportation system decision making and development of transportation plans. The 'Fixing America's Surface Transportation' (FAST) Act, signed into law in December 2015, reaffirmed the federal commitment to the establishment of transportation performance measures. Although SCAG has been using performance measures in its metropolitan planning programs for many years, MAP-21 required the establishment of state and regional performance targets that address several performance measures specifically indicated in the federal legislation:

- Number of fatalities and serious injuries on all public roads
- Rate of fatalities and serious injuries on all public roads
- Total combined number of non-motorized fatalities and serious injuries on all public roads
- Pavement condition on the Interstate System and National Highway System (NHS)
- Bridge condition on the NHS
- Percent of reliable person miles travelled on the Interstate System and on the non-interstate NHS
- Percent of Interstate System mileage with reliable truck travel times
- On-road mobile source emissions
- Non-single occupancy vehicle mode share
- Transit system safety
- Transit asset management

MAP-21 also required that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. Federal rulemaking finalized in May 2017 provided performance measures for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. The Final Rule required that State Departments of Transportation and MPOs collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. The performance discussion included in the 2021 FTIP will focus on key metrics from the 2020 RTP/SCS (Connect SoCal), which includes the federal MAP-21 performance measures.

For additional information regarding program performance, please see the Performance Measures chapter of the 2021 FTIP Technical Appendix at: ftip.scag.ca.gov/Documents/D2021-FTIP_TA_Sec07.pdf.

PROGRAMMING INVESTMENTS

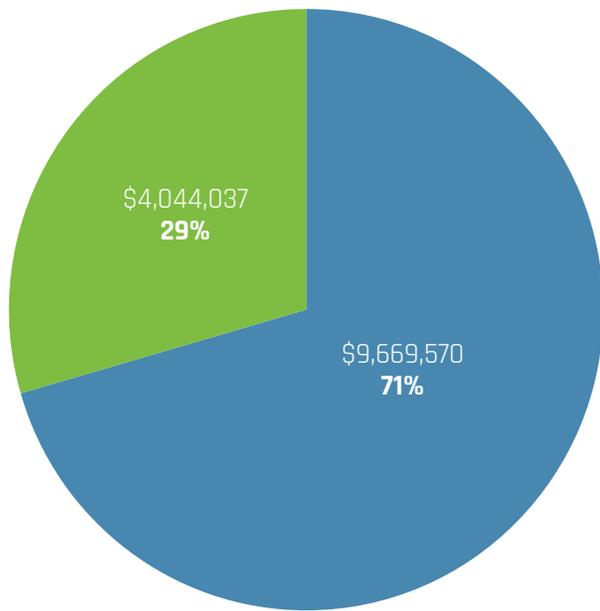
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2020 RTP/SCS (Connect SoCal). The 2021 FTIP funding breakdown (**FIGURE 4**) shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

FIGURE 4 2021 FTIP AMOUNT PROGRAMMED (IN \$ MILLIONS)

Transit Improvements	\$9,670
Transit Operations and Maintenance	\$4,044
Highway Improvements	\$12,801
Highway Operations and Maintenance	\$7,580
ITS, Transportation Demand Management, and Active Transportation	\$861
Other	\$365

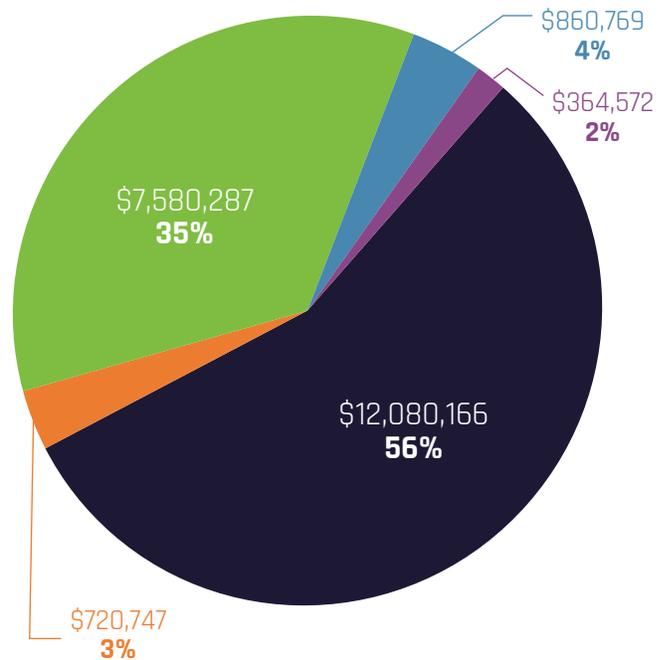
2021 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: \$13,713,607 (\$1,000's)



- Transit Improvements
- Transit Operations & Maintenance

HIGHWAY INVESTMENT: \$21,607,721 (\$1,000's)



- Capacity Improvements
- HOV Lanes
- Highway Operations & Maintenance
- ITS, TDM, & Non-Motorized
- Other Highway Improvement

The 2021 FTIP includes an estimated \$1.15 billion programmed towards active transportation projects. While the FTIP presents an overview of federally funded investments in the region, it is not a complete picture of all the active transportation type projects that are delivered. This is because active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. In 2017, Senate Bill 1 the Road Repair and Accountability Act, was signed into law. SB 1 established \$56 billion in investments to California's transportation system through the establishment of a new tax on gasoline purchases. Funds are split equally between the State and Cities/Counties. Further, SB1 increased the investment in the State's Active Transportation Program (ATP) from \$123 million annually to \$223 million annually; nearly doubling the funding available in the program. Active transportation improvement projects tend to be smaller projects where state generated funds like SB1 are preferred by local agencies for implementation due to the reduction of cumbersome requirements common with federal funds.

FIGURE 5 provides a breakdown of how the \$1.15 billion programmed in the 2021 FTIP is allocated to different project types in the region. In addition to the amount currently programmed, Cycle 5 of Active Transportation Program (ATP) grants will be programmed once they are released by Caltrans, thereby increasing overall FTIP investments towards active transportation.

SCAG's RTP/SCS calls for increases in active transportation funding over the 25-year plan period, culminating in a total of \$22.5 billion through 2045. Overall, the level of investment described here closely aligns with Connect SoCal and demonstrates the region is on track to meet its goal.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2021 FTIP FY2020/21 - FY2025/26*	PERCENTAGE OF ATP INVESTMENT IN 2021 FTIP
Bicycle & Pedestrian Infrastructure	\$556.6	48%
Dedicated Bicycle Infrastructure	\$216.7	19%
Dedicated Pedestrian Infrastructure	\$139.7	12%
First Mile/Last Mile Strategies	\$104.6	9%
Bicycle Detection & Traffic Signals	\$24.1	2%
Safe Routes to Schools/Education	\$1.1	<1%
Planning	\$1.8	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	\$103.7	9%
TOTAL AMOUNTS	\$1,148.3	

* Excludes ATP Projects for Cycle 5

TRANSPORTATION CONFORMITY

The 2021 FTIP must satisfy the following requirements to be in compliance with federal conformity regulations: It must be consistent with SCAG's 2020 RTP/SCS (Connect SoCal); it must meet regional emissions tests; it must demonstrate timely implementation of transportation control measures (TCMs); it must go through inter-agency consultation and public involvement process; and it must be financially constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2021 FTIP

The 2021 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2021 FTIP under the required federal tests.

CONSISTENCY WITH THE 2020 RTP/SCS TEST

FINDING: SCAG's 2021 FTIP (project listing) is consistent with the 2020 RTP/SCS (policies, programs, and projects).

REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21-48 in Section II of the Technical Appendix.

FINDING: The regional emissions analyses for the 2021 FTIP is an update to the regional emissions analyses for the Connect SoCal - 2020 RTP/SCS.

FINDING: The 2021 FTIP regional emissions for ozone precursors (2008 and 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

FINDING: The 2021 FTIP regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM_{2.5} NAAQS).

FINDING: The 2021 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2021 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

FINDING: The 2021 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County).

FINDING: The 2021 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF TCM TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

FINDING: The TCM strategies listed in the 2016 Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

FINDING: The 2021 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). For more information on SCAG's PPP, please visit <http://scag.ca.gov/Documents/Final2018PPP.pdf>. In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The 2021 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions throughout the development process (September 24, 2019; October 29, 2019; December 7, 2019; February 25, 2020; March 24, 2020; April 28, 2020; May 26, 2020; June 23, 2020; and July 28, 2020 August 25, 2020, and September 22, 2020). The draft conformity analysis will be released for a 30-day public review on November 6, 2020. Two public hearings will be held, the first on November 17th and the second on December 2, 2020. 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 N29-20, the hearings will be held virtually via Zoom. The 2021 FTIP will also be presented to the Regional Transportation CEOs at their meeting held on January 15, 2021, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2021 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2021 FTIP will be documented and responded to accordingly.

FINANCIAL CONSTRAINT TEST

FINDING: The 2021 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the Connect SoCal - 2020 RTP/SCS. SCAG's 2021 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.



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OCTA Building
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RIVERSIDE COUNTY REGIONAL OFFICE

3403 10th Street, Suite 805
Riverside, CA 92501
Phone: (951) 784-1513

SAN BERNARDINO COUNTY REGIONAL OFFICE

Santa Fe Depot
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San Bernardino, CA 92410
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VENTURA COUNTY REGIONAL OFFICE

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Phone: (213) 236-1960

Draft 2021 Federal Transportation Improvement Program

presented to the
Transportation Committee

November 5, 2020



What is the Federal Transportation Improvement Program (FTIP)?



- The FTIP is a federally mandated list of transportation investment priorities in the SCAG region.
- Federal regulations require the FTIP be updated at least every four years, SCAG updates it every two years to be consistent with the State Transportation Improvement Program (STIP). With the approval of AB1291, the submittal of the 2021 FTIP will be delayed to March and receive federal approval on April 16, 2021.
- The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottoms-up approach, it is a multimodal list of capital improvements programmed with various federal, state, and local fund sources proposed over a six-year period.

Continued ... What is the Federal Transportation Improvement Program (FTIP)?



- The FTIP is prioritized to implement the region’s overall strategy for providing mobility and improving both the efficiency and safety of the transportation system. FTIP is the implementation vehicle for the capital projects (transportation improvements) committed in the Connect SoCal (RTP/SCS).
- The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes.
- The 2021 FTIP includes approximately 2,000 projects in the region, representing an investment of \$35.2 billion over a six-year period.

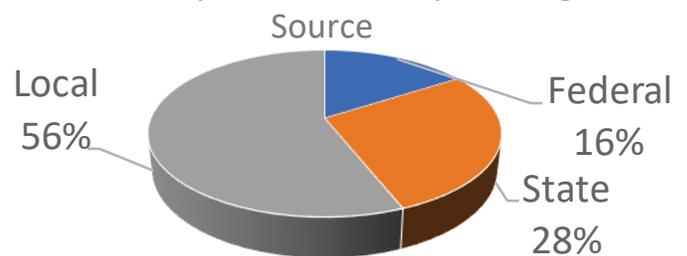
Summary of 2021 FTIP by Funding Source (000's)



Summary of 2021 FTIP by Funding Source (in \$000's)

Year	Federal	State	Local
FY 20-21	\$ 1,967,541	\$ 5,305,507	\$ 3,975,931
FY 21-22	\$ 1,187,249	\$ 2,119,643	\$ 3,558,508
FY 22-23	\$ 1,254,329	\$ 502,695	\$ 2,662,077
FY 23-24	\$ 717,156	\$ 479,997	\$ 3,744,516
FY 24-25	\$ 265,100	\$ 1,234,697	\$ 2,465,258
FY 25-26	\$ 240,289	\$ 241,466	\$ 3,398,369
Totals	\$ 5,631,664	\$ 9,884,005	\$ 19,804,659
% of Total	16%	28%	56%

Summary of 2021 FTIP by Funding Source



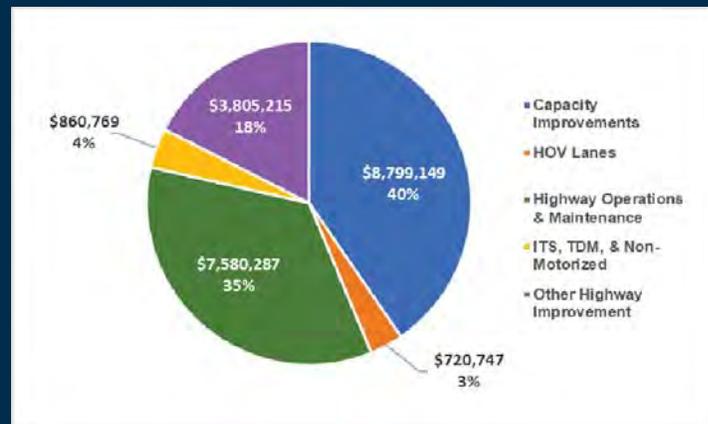
2021 FTIP Investment Categories



TRANSIT INVESTMENTS \$13,713,607 (\$1,000s)



HIGHWAY INVESTMENTS \$21,766,167 (\$1,000s)



Approximately **2,000** projects programmed region-wide for an investment of **\$35.2 billion**

2021 FTIP Program Performance



- The FTIP implements the transportation priorities identified in the 2020 RTP/SCS (Connect SoCal), including safety, system preservation, access, air quality etc.
- MAP-21 & the FAST Act require the establishment of performance targets for the various performance measures (PMs) identified in the legislation.
- The 2021 FTIP includes discussion of these targets and how these investments will support the region towards achieving these targets.
- At the completion of the four-year performance reporting cycle (2022), SCAG will coordinate with Caltrans to develop a report indicating to what extent those objectives were achieved at both the state & regional level.
- Based on a review of projects included in the 2021 FTIP, there are more than 500 projects that are anticipated to result in safety benefit. These safety-related investments programmed in the FTIP total more than \$7 billion. FTIP amendments will impact PMs, therefore these figures will change.

2021 FTIP Project Selection Procedures



- The 2021 FTIP includes a new Section to the Technical Appendix Volume II of III (Page VIII-1) per Caltrans and Federal requirements to highlight County Transportation Commission's (CTC's) Project Selection Procedures.
- Each CTC has submitted their project selection procedures to the FTIP
- Consistent with the “bottoms up” approach for 2021 FTIP development

Conformity Tests for the 2021 FTIP



The 2021 FTIP meets the five tests for transportation conformity

1. Consistent with Connect SoCal - 2020 RTP/SCS

- The FTIP is consistent with the Connect SoCal - 2020 RTP/SCS.

2. Regional Emissions Analysis

- Projects in the FTIP meet the Air Quality Standards set forth in the State Implementation Plan (SIP).

3. Timely Implementations of Transportation Control Measure (TCM)

- The FTIP includes projects that meet this test.
- TCM's reduce pollutants from transportation sources by reducing vehicle use or congestion conditions.

4. Financial Constraint

- The 2021 FTIP complies with federal financial constraint requirements.

5. Public Participation/Interagency Consultation

- The FTIP was presented to The Conformity Working Group (TCWG) throughout its development.
- The FTIP will be released for a 30 day public review period.
- SCAG will hold two public hearings on November 17 and December 2, 2020.
- Public notices will be placed in newspapers throughout the region, including four foreign language newspapers.

Draft 2021 FTIP



- Draft 2021 FTIP can be viewed online here: <http://ftip.scag.ca.gov/Pages/2021/draft.aspx>
- Public hearings will be held on November 17, 2020 and December 2, 2020.
- 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 N29-20, the hearings will be held virtually via Zoom. One may participate in the public hearings via live-stream, and phone conferencing.
- Comments can be submitted via U.S. mail to SCAG or emailed to: gutierre@scag.ca.gov
- Key Dates
 - November 17, 2020 – Public Hearing 1
 - December 2, 2020 – Public Hearing 2
 - February 4, 2021 – TC/EEC Approval
 - March 4, 2021 – RC Approval and submit to Caltrans HQ
 - April 16, 2021 – Federal Approval

Recommended Action



RECOMMENDED ACTION FOR TC:

Approve and recommend that Regional Council authorize the release of the Draft 2021 FTIP for public review and comment, beginning November 6, 2020 and ending December 7, 2020.

RECOMMENDED ACTION FOR RC:

Authorize the release of the Draft 2021 FTIP for public review and comment, beginning November 6, 2020 and ending December 7, 2020.

Thank you

For more information, please visit:

<http://ftip.scag.ca.gov>

www.scagrtpscs.net

Or email us at gutierre@scag.ca.gov





Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Transportation Committee (TC)
Regional Council (RC)
From: Annie Nam, Manager of Goods Movement,
(213) 236-1827, Nam@scag.ca.gov
Subject: Last Mile Freight Program Draft Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend the Regional Council approve the Last Mile Freight Program Draft Guidelines and authorize staff to release the Last Mile Freight Program Call-for-Projects, pending the execution of an agreement with the South Coast Air Quality Management District (SCAQMD).

RECOMMENDED ACTION FOR RC:

Approve the Last Mile Freight Program Draft Guidelines and authorize staff to release the Last Mile Freight Program Call-for-Projects, pending the execution of an agreement with SCAQMD.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The South Coast Air Quality Management District (SCAQMD) Mobile Source Air Pollution Reduction Review Committee (MSRC) has created a Regional Goods Movement Program which includes a component for the Last Mile Freight Program. SCAG will partner with the MSRC, serving as the implementor of the Last Mile Freight Program through a sole source contract.

On October 1, 2020, the Regional Council approved Resolution No. 20-625-2 to authorize the acceptance of \$10 million in grant funds from the SCAQMD to implement Phase 1 of the Last Mile Freight Program, and to authorize the SCAG executive director or his designee to negotiate, finalize and execute related agreements.

As part of the pending agreement between SCAG and the South Coast AQMD, the MSRC Technical Advisory Committee (TAC) and Board are tasked with making a recommendation and approving

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

the Last Mile Freight Program Draft Guidelines (Program Guidelines). SCAG is working directly with the MSRC Last Mile Subcommittee to develop the Draft Program Guidelines. It is anticipated that the Draft Program Guidelines will go before the MSRC TAC/Board in November of this year. Since this is a partnership program, SCAG staff is seeking a recommendation for Regional Council approval from the Transportation Committee and approval from the Regional Council of the Draft Program Guidelines at the November 5, 2020 meetings

BACKGROUND:

E-commerce has had a profound impact on last mile delivery growth, and in 2020, the COVID-19 pandemic has only exacerbated the frequency of deliveries adding further stress to global supply chains. At the same time, air quality challenges continue to impact the public health of the region. Goods movement sources contribute to more than half of the NO_x emissions and nearly 11 percent of PM_{2.5} emissions in the South Coast Air Basin that cause smog and hazardous air pollution in our region. Improving air quality is a priority for better public health. This is particularly critical for vulnerable communities in our region that have been disproportionately impacted by freight activities.

As part of SCAG's Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy), the Accelerated Electrification strategy is a Key Connection of the Plan seeking to de-carbonize or electrify vehicles including those within goods movement. The Last Mile Freight Program serves as an initial step towards implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals. The focus on last mile freight operations is particularly significant as trucks serving the regional distribution market constitute nearly 90 percent of total truck trips in the region. Through the Last Mile Freight Program, there is a great opportunity to scale efforts more broadly to achieve long-term implementation of emissions reductions.

SCAG will serve as the implementor of the Last Mile Freight Program through a sole source contract with the MSRC, developing a two-phased approach as follows:

- Phase 1: Establish call-for-projects process, focusing on the procurement and commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (can include ZE/NZE equipment and supporting infrastructure).
- Phase 2: Conduct robust outreach to expand Phase 1 projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases.

SCAG has been working with the MSRC staff over the course of 2020, and the Last Mile Subcommittee since this past summer, to develop the Last Mile Freight Program, gain approval from the MSRC Board for a contract award, and develop the Draft Program Guidelines. SCAG staff



will provide a presentation and overview of the Draft Program Guidelines to the Transportation Committee.

FISCAL IMPACT:

Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 130.0162.18, Goods Movement Planning.

ATTACHMENT(S):

1. Draft Last Mile Freight Program Guidelines and Call-for-Projects
2. PowerPoint Presentation - Last Mile Freight Program Draft Guidelines & Call-for-Projects

DRAFT Last Mile Freight Program

Guidelines and Call-for-Projects

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DRAFT

A. LMFP BACKGROUND and OVERVIEW

Last mile freight activity is a critical component of supply chains for both consumers and intermediary businesses dealing with physical goods. E-commerce has had a profound impact on last mile delivery growth, and in 2020, the COVID-19 pandemic has only exacerbated the frequency of deliveries adding further stress to global supply chains. At the same time, air quality challenges continue to impact the public health of the region.

As part of SCAG's Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy), the Accelerated Electrification strategy is a Key Connection of the Plan seeking to decarbonize or electrify vehicles including those within goods movement. The Last Mile Freight Program (LMFP) serves as an initial step towards implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals.

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish Program Guidelines and issue a Call-for-Projects for the LMFP. The LMFP is a component of a larger goods movement emission reduction effort established by the MSRC.

SCAG has developed a two-phased approach for the LMFP.

Phase 1: Focusing on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (including ZE/NZE equipment and supporting infrastructure).

Phase 2: Further expanding Phase 1 projects through coordination with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases.

A total of \$10,000,000 is available for Phase 1 of the LMFP through the Call-for-Projects and selection process. The purpose of the Program Guidelines as outlined below, is to support the solicitation of applications for the LMFP.

B. LMFP GOALS

The LMFP aims to:

- Achieve immediate emission reductions for NO_x and PM_{2.5} from commercially deployed vehicles/equipment and facilitate supporting infrastructure;
- Inform both industry and the public regarding ZE/NZE vehicle/equipment and supporting infrastructure performance, and how this information can be used to scale emission reductions to contribute to regional air quality goals;
- Provide private operators and the public with information on return on investment (ROI) and cost-effectiveness insights into ZE/NZE vehicle/equipment and infrastructure operations, maintenance, and reliability;
- Create greater transparency regarding the need for public versus private ZE/NZE supporting infrastructure; and
- Inform the needs and/or help address the challenges to significantly scale ZE/NZE vehicles/equipment and infrastructure in the region.

- Achieve geographic funding diversity and ensure that the LFMP provides economic and environmental benefits across the entire region.

Additionally, the LMFP is guided by a set of core principles as follows:

- Creating transparency as to critical barriers impeding the transformation of the last mile freight market;
- Measuring success for both public and private entities;
- Optimizing where investments can generate the strongest benefits for further growth; and
- Achieving air quality reduction targets.

C. LMFP AWARD INFORMATION

1. Amount Available

A total of \$10,000,000 AB 2766 Discretionary Funds (Clean Transportation Funding™) is available to be awarded for the LMFP. The LMFP is intended for Phase 1 including ZE/NZE heavy and/or medium duty on road trucks (including ZE/NZE equipment and supporting infrastructure), and is to be awarded on a competitive basis for projects that will demonstrate direct and tangible emission reductions for criteria air pollutants and other benefits as detailed further in the Program Guidelines.

2. Award Size

Program awards may not exceed the investment funding maximum in the amount of \$5,000,000 per project. This assumes that a combined funding total of \$10,000,000 will cover the four county areas specified in the Restrictions on Funding section below.

3. Restrictions on Funding

Award selection will consider the following conditions on a program-wide basis and should not be interpreted to mean that each project needs to meet these conditions:

i. Geographic Funding Minimum

One of the goals of the LMFP is to achieve geographic funding diversity. Award selections will consider the geographic funding minimum for each county in the South Coast Air Basin including Los Angeles, Orange, Riverside, and San Bernardino counties, in the amount of \$1,250,000. This restriction applies to the entire funding amount of \$10,000,000, and it should not be interpreted that each proposal needs to meet this requirement.

- If there are insufficient meritorious proposals in the aggregate to meet a county geographic minimum, those funds would become available to projects in other counties.

ii. Investment Funding Minimum

To facilitate funding access to small sized businesses, the LMFP will consider an investment funding minimum for small sized businesses in the amount of \$3,000,000. This minimum set-aside applies to the entire funding amount of \$10,000,000, and it should not be interpreted that each proposal needs to meet this requirement.

- As may be applicable, proposals qualifying under the small size business category should include size standards from the U.S. Small Business Administration as validation. An applicant must not exceed the size standard corresponding to its primary industry classification in order to qualify as a small size business.
- The SBA publishes a Table of Small Business Size Standards (<https://www.sba.gov/document/support--table-size-standards>) which lists the size standard that applies to each NAICS code. Additionally, SBA's size standards tool (<https://www.sba.gov/size-standards>) can help businesses determine whether they qualify.
- If there are insufficient meritorious proposals to meet the small sized business funding minimum for the program, those funds would become available to other projects.

4. Availability of Funds

Selected projects shall be reimbursed from available funds based upon submission of invoices which shall include a detailed accounting of labor hours and other expenses, as well as submission of any third-party invoices. Project match as specified below, must be expended proportionally with awarded Clean Transportation Funding™. No funds shall be paid to a selected project, until the project as described in the approved Project List is completed and proof of completion is provided to the South Coast Air Quality Management District (SCAQMD). Expenses from a selected project which is not yet complete may not be used as match for a completed project.

All LMFP funds are anticipated to be expended by fiscal year 2022, which ends June 30, 2022. As part of the review and selection process described in the Application Evaluation and Selection Process section, SCAG will consider a project's likelihood of being ready to proceed and complete the project within the anticipated time frame.

D. LMFP ELIGIBILITY INFORMATION

To be selected for a LMFP award, an applicant must be an eligible applicant and the project must be an eligible project.

1. Eligible Applicants

Eligible applicants for the LMFP include those engaged in delivering goods within all or any one of the four-county South Coast Air Basin (e.g., large and small/medium sized businesses) such as asset-owners/operators, independent contractors, asset-light logistics entities, leasing companies, among others. Applicants should be domiciled in a county, operate a last-mile facility within a county, or perform last mile deliveries within a county, as defined within the South Coast Air Basin.

2. Eligible Projects

LMFP proposals should consider the following components for eligible projects:

Heavy and medium duty truck categories, used by the U.S. Environmental Protection Agency and the California Air Resources Board (CARB) for emission standards, are classified based on the gross vehicle weight rating of the truck. The Federal Highway Administration classifies trucks in a slightly different way, based on the number of axles that the truck has and the configuration of the truck. For the LMFP, the table below defines the truck classifications that are eligible and provides typical examples of the different types of trucks that fall in each category.

CARB Weight Class	Examples	
Medium Duty Trucks	Class 4 14,001-16,000 lbs 2 or 3 Axles Parcel Delivery Trucks	Class 5 16,001-19,500 lbs 2 Axles, 6 tires (dual rear tires) Single Unit Trucks
	Class 6 19,501-26,000 lbs 3 Axles Single Unit Trucks	Class 7 26,001-33,000 lbs 4 or more Axles Single Unit Trucks
Heavy Duty Trucks	Class 8a 33,001-60,000 lbs 3 or 4 Axles Single Trailer Trucks, “Tractor-Trailers”	Class 8b > 60,000 lbs 5 or more Axles Single or Multiple Trailers, “Tractor-Trailers”

- ZE/NZE heavy/medium duty vehicle eligible projects include, but are not limited to: (1) last mile delivery vehicles supporting e-commerce industries such as package/parcel deliveries to residents and businesses; (2) last mile delivery vehicles supporting retail/wholesale trade, manufacturing, construction, and other transportation and logistics services from business to business; (3) last mile delivery vehicles supporting major freight facilities.
- ZE/NZE heavy/medium duty equipment eligible projects include, but are not limited to: (1) trailer equipment supporting e-commerce industries, retail/wholesale trade, manufacturing, construction, and other transportation logistics services from business to business; (2) Last mile operating equipment for local delivery station, sortation, and other local facilities serving residents and businesses.
- ZE/NZE heavy/medium duty supporting infrastructure eligible projects include but are not limited to: (1) on- or off-site fueling charging hubs or depots.
- Project Components: An application may describe a project that contains more than one component and may describe components that may be carried out by parties other than the applicant. SCAG expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the Program. SCAG may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in the LFMP Award Information section and all eligibility requirements described in the LMFP Eligibility Information section; and (2) independently aligns with the selection criteria specified in the LFMP Application Evaluation and Selection Process section. All project components that are presented together in a single application must demonstrate a relationship or connection between them.
- Application Limit: Each project applicant may submit no more than one application as the project lead.

3. Cost Sharing or Matching

LMFP proposals should consider the following conditions:

i. Investment Matching Minimum

Investment matching minimum of 1:1 for each project proposal.

- Investment matching should include a minimum 1:1 cash or equivalent such as in-kind co-funding including driver, labor, or other fleet expenses.
- Additionally, investment matching minimum will take into consideration the leveraging of the Program funding, with other funding programs including but not limited to the California Energy Commission (CEC) and Air Resources Board (ARB) where appropriate.
- If other grant programs are used to meet the investment matching minimum, contingency plans should be provided to ensure coverage in case other grant funds do not materialize.
- Investment matching component should be clearly documented including clarity on partner teams and their value to the project.

E. LMFP APPLICATION AND SUBMISSION INFORMATION

1. Address

Applications must be submitted to xxxxxx.scag.ca.gov. Instructions for submitting applications can be found at xxxxxxx.scag.ca.gov.

2. Content and Organization of Application Submission

SCAG recommends that the applicant follow the listed items below to address the Program requirements and assist evaluators in locating relevant information.

i. Project Description

The first section of the application should provide a description of the project, including the type of ZE/NZE technology being used, including clarity on operational needs for deployment, and direct components of vehicles, equipment, and supporting infrastructure. The application should discuss challenges and opportunities for further scaling these technologies, and how the LMFP can contribute to these efforts, including how the project can lead to a transformational impact on last mile operations. Applicants must also include a detailed statement of work that focuses on the core aspects of the project and supporting details, including those defined in the Fleet and Infrastructure Components section.

ii. Fleet and Infrastructure Components

This section must consider the following conditions:

- Specifications regarding number of ZE/NZE vehicles that will be procured, and the potential to scale up to convert additional vehicles, and vehicle turnover history.
- Considerations for regional fueling/charging hubs or depots, grid integration of ZEs, etc., including the establishment of a plan to manage charging in the peak loads for proposed charging depot/infrastructure.
- Incorporation of data elements.
 - Vehicle/equipment data elements should include daily operating vehicle miles traveled (VMT), a comparison of emissions performance (NO_x and PM_{2.5} and greenhouse gas emissions – GHG) from non ZE/NZE vehicles versus ZE/NZE vehicle for the same routes, and origin/destination and route

- Supporting ZE/NZE infrastructure data elements should include fueling/charging station locations, daily operating fueling/charging needs, etc.
- Specifications regarding how investments support the combined needs of vehicles and infrastructure – if a project is seeking funding for its fleet, how will it provide for the associated infrastructure needs and vice versa?
- Specifications regarding vehicle and infrastructure lead times including but not limited to vehicle/equipment procurement, California Environmental Quality Act (CEQA) process, building permits, etc.
- Considerations for involvement with third parties including utility companies, others, and supporting Letter of Intent (LOI) or other documents should be clarified.

iii. Project Location

This section of the application should describe the project location, including a geographical description of the proposed project as noted in the Geographic Funding Minimum and Eligible Applicants sections, and a high-level map of the project's location.

iv. Funds, Sources and Use of Project Funds

This section of the application should describe the budget for the proposed project:

- Cost for the proposed project.
- A budget distinguishing between overall project cost, versus what the awarded funds and match components will support (vehicles/equipment or infrastructure). If the project contains multiple components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget detail should sufficiently demonstrate that the project satisfies the cost-sharing requirements described in the Cost Sharing or Matching section.

v. Selection Criteria

This section of the application should demonstrate how the proposed project aligns with the criteria described in the Application Review, Criteria section. SCAG encourages applicants to either address each criterion or expressly state that the project does not address the criterion.

vi. Implementation Risk

This section of the application should include enough information to evaluate whether the project is reasonably expected to begin implementation in a timely manner. To assist project implementation risk review, the applicant should provide the information requested on project schedule, require approvals, assessment of project risks and mitigation strategies, each of which is described in greater detail in the following sections.

- Project Schedule: The applicant should include a project schedule that identifies all major project milestones. Examples of milestones include required approvals such as CEQA, permitting, etc., approval of plans, specifications and estimates, procurement, implementation agreements, including agreements with utility companies, etc. The project schedule should be sufficiently detailed to demonstrate that:
 - The project can be implemented quickly upon election of award.

- All necessary activities will be complete by the June 30, 2022 deadline, as stated in the LFMP Award Information section.
- Required Approvals
 - CEQA Approvals to be completed at the time the project has entered a Memorandum of Understanding (MOU)
 - Building/Other Permits
 - Vehicle/Equipment Procurement
- Assessment of Project Risks and Mitigation Strategies: Project risks, such as procurement delays, vehicle acquisition issues, environmental uncertainties, increase in acquisition costs, permitting delays, etc., affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the applicant and any project partners have undertaken or will undertake in order to mitigate those risks.

vii. Point of Contact

The applicant must establish a point of contact (POC), responsible for submitting the application and communication in the event the application is selected for award.

3. Submittal Information

Applications must be submitted to xxxxx.scag.ca.gov. Instructions for submitting applications can be found at xxxxxx.scag.ca.gov.

- Deadline: Applications must be submitted by 5:00 PM P.S.T. on January 29, 2021.
- Consideration of Applications: Only applicants who comply with all submission deadlines will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.
- Late Applications: Late applications will not be considered.

F. LMFP APPLICATION EVALUATION AND SELECTION PROCESS

This section specifies the evaluation criteria that SCAG and MSRC will use to evaluate and make recommendations regarding applications for the LMFP. Applications that do not demonstrate a potential for immediate benefits based on these criteria will not proceed in the evaluation process.

Evaluation Committee members will include senior and technical staff from SCAG and the MSRC Last Mile Subcommittee. The total score for each project application will be the average of the combined score of all Evaluation Committee members. The top scoring project applications will advance to the MSRC Technical Advisory Committee (TAC)/Board and SCAG Regional Council (RC) for recommendation and approval.

1. Project Summary

Proposed projects will be evaluated with a maximum of 30 possible points as follows:

- The proposed project clearly advances emission reductions for NOx and PM2.5 and GHG through commercial deployment.

- The proposed project specifies the type of ZE/NZE technology being used, including how all operational deployment components (vehicles, equipment, and supporting infrastructure) contribute to improving emission reductions.
- The proposed project is innovative and provides competitive advantages over conventional last mile delivery operations.

2. Project Readiness and Implementation

Proposed projects will be evaluated with a maximum of 30 possible points as follows:

- The proposed project will address and overcome critical barriers to successful commercial deployment.
- The qualifications, experience, capabilities, and credentials of the key team members are suitable to the tasks described in the LFMP Application and Submission Information and will lead to successful completion of the project.
- The proposed project has an aggressive but achievable schedule for completing all necessary tasks.

3. Funding Request and Cost Effectiveness

Proposed projects will be evaluated with a maximum of 40 possible points as follows:

- The proposed project results in a lower cost of operations and maintenance, or at a minimum, is competitive with traditional last mile operations and maintenance costs, excluding initial capital required.
- The proposed project results in a high benefit-cost score defined as the ratio of NOx and PM2.5 equivalent reduction per dollar of LFMP investment.
- The proposed project's match funding commitments are documented, verifiable, and will support the successful completion of the project.

G. LMFP SCHEDULE AND INFORMATION

The following schedule outlines important dates for Phase 1 of the LMFP.

LMFP Milestone	Date
LMFP Call-for-Projects Opens	December 7, 2020
LMFP Application Workshops	December 17, 2020
LMFP Deadline for Questions	January 8, 2021
LMFP Questions Responses Posted	January 15, 2021
LMFP Call for Projects Submittal Deadline	February 15, 2021
SCAG/MSRC Approval of Selected Projects	April 2021
LMFP Selected Projects Posting	April 2021

1. Project Questions, Responses, and Selection Notice

SCAG will provide information on all questions received and responses and announce selected projects by posting information and a list of selected projects at xxxx.scag.ca.gov.

Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant SCAG staff will contact the point of contact listed in the

Section D.2.g to initiate negotiation of the MOU for authorization. Recipients of LMFP funds will not receive a lump-sum cash disbursement at the time of selection announcement or obligation of funds. Instead, LMFP funds will reimburse recipients only after the project has been completed and accompanying payment information has been provided as described in the Award Information Availability of Funds section.

2. Reporting

Each project selected for the LMFP funding must submit information to be included within an interim and final progress report, to monitor project progress and ensure accountability and financial transparency in the LMFP. This will include:

- Summarizes actions taken to implement the project;
 - Project description;
 - Fleet and infrastructure components;
 - Project location;
 - Funds, sources, and use of project funds;
 - Selection criteria; and
 - Implementation risks.
- Identifies any obstacles and their solutions;
- Discusses the success of each project's implementation as well as the success of the overall Program, as expressed in the LMFP Goals; and
- Includes recommended strategies.

H. LMFP CONTACT INFORMATION

For further information concerning this Program Guidelines, please contact SCAG LMFP staff via e-mail at xxxxx.scag.ca.gov.

I. LMFP OTHER INFORMATION

1. Protection of Confidential Business Information

If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application information or other portions of the application. For the separate document containing confidential information, the applicant must do the following (1) state on the cover of that document that it "Contains Confidential Business Information (CBI)"; (2) mark each page that contains confidential information with "CBI"; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. SCAG will protect confidential information complying with these requirements to the extent required under applicable law. If SCAG receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, SCAG will follow the procedures described in its FOIA regulations at 49 C.F.R section 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under section 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Project Information

Except for the information properly marked as described in the Protection of Confidential Business Information section, SCAG may make application information publicly available or share application information within SCAG and MSRC or with other local agencies if SCAG determines that sharing is relevant to the respective LMFP's objectives.

3. Memorandum of Understanding

Once a project has been selected, the project will need to enter an MOU with SCAG prior to implementing the commercial deployment project. Implementation of the project will include the monitoring and reporting of application information as specified in the LFMP Schedule and Information section.

DRAFT

SCAG/MSRC Partnership

Last Mile Freight Program

DRAFT Program Guidelines & Call-for-Projects

Scott Strelecki, Senior Planner

Goods Movement & Transportation Finance Dept.

November 5, 2020

www.scag.ca.gov



Last Mile Freight Program



SCAG will serve as the implementor for the last mile component of the MSRC Goods Movement Program

- Goal: Achieve cost-effective emissions reduction of criteria air pollutants from last mile freight operations

SCAG is establishing a **two-phased** approach as follows:

- **Phase 1:** establish call-for-projects process, focusing on the purchase and commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (can include ZE/NZE equipment and supporting infrastructure)
- **Phase 2:** conduct robust outreach to expand Phase 1 projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases

Last Mile Freight Program Statement of Work

- Task I – Development of Program Guidelines/Issuance of Call-for-Projects.
- Task II – Screening and Selection of Projects.
- Task III – Project Implementation.
- Task IV – Evaluation and Report.



Last Mile Freight Program Approach

Investment Thesis

- The Right Problem(s) at the Right Time
- Critical Barriers
- Measuring Success

Investment Impacts

- Long Term Impacts for Both Air Quality and Economy
- Last-Mile Cost Reduction Benefits
- Business Path Direction Change
- Transformation of Industry for the Region/Nation

Investment Targets

- Award Amount(s)
- Project Scalability
- Match/Cost Share
- Vehicle Procurement



Phase 1 – Development of Program Guidelines/Issuance of Call-for-Projects

Program Guidelines to include, but not be limited to:

- **Investment Matching and Funding**
 - Geographic Funding Minimum
 - Investment Match
 - Funding Minimum/Maximum
- **Fleet and Infrastructure Components**
 - ZE/NZE Procurement
 - ZE/NZE Infrastructure Considerations
 - Data Considerations
- **Project Expectations**
 - Project Description(s)
 - Project Screening and Selection Criteria
 - Project Benefits



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Phase 1 – Program Guidelines Award Information

- A total of **\$10,000,000 AB 2766 Discretionary Funds** (Clean Transportation Funding™) is available to be awarded
 - Geographic funding minimum for each county in the South Coast Air Basin including Los Angeles, Orange, Riverside, and San Bernardino counties, in the amount of \$1,250,000.
 - A minimum set-aside for small sized businesses in the amount of \$3,000,000.
- Eligible applicants include those **engaged in delivering goods** within all or any one of the **four-county South Coast Air Basin** (e.g., large and small sized businesses).
- **Investment matching minimum 1:1** cash or equivalent such as in-kind co-funding including driver, labor, or other fleet expenses.
- Will consider **leveraging with other funding programs** (e.g., CEC and ARB programs).

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Phase 1 –Program Guidelines Eligibility Information



ZE/NZE heavy/medium duty **vehicle eligible projects** include

1. last mile delivery vehicles supporting e-commerce industries such as package/parcel deliveries to residents and businesses;
2. supporting retail/wholesale trade, manufacturing, construction, and other transportation and logistics services from business to business;
3. supporting major freight facilities.

ZE/NZE heavy/medium duty **equipment eligible projects** include

1. trailer equipment supporting e-commerce industries, retail/wholesale trade, manufacturing, construction, and other transportation logistics services from business to business;
2. equipment for local delivery station, sortation, and other local facilities serving residents and businesses.

ZE/NZE heavy/medium duty **supporting infrastructure eligible projects** include

1. on- or off-site fueling charging hubs or depots.

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Phase 1 –Program Guidelines Selection Criteria



Project Summary

- The proposed project clearly advances **emission reductions** for NOx and PM2.5 and GHG through commercial deployment.
- The proposed project is innovative and provides **competitive advantages** over conventional operations.

Project Readiness and Implementation

- The proposed project has an **aggressive but achievable schedule** for completing all necessary tasks.

Funding Request and Cost Effectiveness

- The proposed project results in a lower cost of operations and maintenance, or at a **minimum, is competitive with traditional last mile operations and maintenance costs**, excluding initial capital required.
- The proposed project results in a **high benefit-cost score** defined as the ratio of NOx and PM2.5 equivalent reduction per dollar of LFMP investment.

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Phase 1 – Anticipated Schedule



LMFP Milestone	Date
LMFP Call-for-Projects Opens	December 7, 2020
LMFP Application Workshops	December 17, 2020
LMFP Deadline for Questions	January 8, 2021
LMFP Questions Responses Posted	January 15, 2021
LMFP Call for Projects Submittal Deadline	February 15, 2021
SCAG/MSRC Approval of Selected Projects	April 2021
LMFP Selected Projects Posting	April 2021

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Thank you for your involvement!

Scott Strolecki

strolecki@scag.ca.gov

213-236-1893





Southern California Association of Governments
Remote Participation Only
November 5, 2020

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

From: Erika Bustamante, Acting Chief Financial Officer,
(213) 236-1892, Bustamante@scag.ca.gov

Subject: Contracts \$200,000 or Greater: 21-005-C01, State Advocacy

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 21-005-C01 in an amount not to exceed \$540,000 with Cruz Strategies LLC to provide State Advocacy Services, for up to five (5) years, subject to final review by SCAG's Internal Auditor.

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:

Under this agreement, Cruz Strategies LLC will serve as SCAG's State Lobbyist and among other services support the development of SCAG's annual Legislative Program for review by the Legislative/Communications and Membership Committee and the Regional Council, subject to review by SCAG's Internal Auditor.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Cruz Strategies LLC (21-005-C01)	The consultant will develop strategies for the successful attainment of SCAG's Legislative Program.	\$540,000

FISCAL IMPACT:

The total cost for this contract is \$540,000 over a five-year period. The cost for the first year is \$108,000 of which \$108,000 is available in the Fiscal Year (FY) 2020-21 General Fund Budget in project number 800.0160.02. The cost for subsequent years will be included in future annual budgets, subject to budget availability and budget approval.

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



ATTACHMENT(S):

1. Contract Summary 21-005-C01 COI
2. Contract Summary 21-005-C01

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-005

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: Cruz Strategics
Name of Preparer: Joseph Cruz
Project Title: State Advocacy Services
RFP Number: 21-005 Date Submitted: 08/13/20

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
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 21-005-C01 COI (Contracts \$200,000 or Greater: 21-005-C01, State Advocacy Services)

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) Joseph Cruz, hereby declare that I am the (position or title) partner of (firm name) Cruz Strategies 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 08/13/20 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.


Signature of Person Certifying for Proposer
(original signature required)

08/13/20
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. 21-005

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: MGI Advocacy, Inc.
Name of Preparer: Mark MacDonald
Project Title: State Advocacy Services
RFP Number: 21-005 Date Submitted: 08/13/20

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
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 21-005-C01 COI (Contracts \$200,000 or Greater: 21-005-C01, State Advocacy Services)

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) mark macdonald hereby declare that I am the (position or title) president of (firm name) MGI Advocacy, 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 08/13/20 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.



Signature of Person Certifying for Proposer
(original signature required)

08/13/20

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.

CONSULTANT CONTRACT 21-005-C01

Recommended Consultant:

Cruz Strategies LLC

Background & Scope of Work:

SCAG has an urgent and compelling need to obtain legislative advocacy services in the state capitol. SCAG is officially designated by various federal and state laws as a Council of Governments, a Multi-County Designated Transportation Planning Agency, and the Metropolitan Planning Organization for the southern California region. The responsibilities associated with these designations require effective advocacy with the state legislature, the administration, and various regulatory agencies in Sacramento.

Under this agreement, the consultant shall provide state legislative advocacy services and support the development of SCAG’s annual Legislative Program for review by the Legislative/Communications and Membership Committee and the Regional Council, for up to five (5) years.

Project’s Benefits & Key Deliverables:

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

- Support the development of SCAG’s annual Legislative Program for review by the Legislative/Communications and Membership Committee (LCMC) and the Regional Council (RC);
- Assist with the initiation of legislation sponsored or supported by SCAG, including the necessary actions to prepare draft legislation, obtain legislative sponsorship, influence legislative analyses, determine and organize testimony, and influence appropriate officials to develop and pass such legislation;
- Provide logistical support for Sacramento and district office visits. This includes developing proposed agenda and scheduling meetings with legislators, legislative staff, and members of the Administration to further the goals of SCAG’s Legislative Program;
- Assist SCAG in developing extensive and bipartisan relationships with members of the Legislature, specifically members of legislative leadership and the southern California delegation, and other key figures in the Assembly and State Senate;
- Assist SCAG in developing relationships with members of the Administration, including but not limited to representatives of and appointees to the California State Transportation Agency, California Transportation Commission, California Air Resources Board, and Strategic Growth Council;
- Identify, secure, and coordinate opportunities for SCAG to testify at legislative or administrative hearings on policies and programs that impact SCAG; and
- Actively participate in appropriate state coalitions and working groups to further the goals of SCAG’s Legislative Program.

Strategic Plan:

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

Contract Amount:

Total not to exceed **\$540,000**
Subject to the SCAG internal auditor finalizing his review and staff negotiating the final not-to-exceed amount.

Cruz Strategies LLC (prime consultant)
 MGI Advocacy Inc. (sub consultant)
 (\$9,000 flat monthly retainer, \$540,000 over a 5-year contract period.)

Contract Period: Notice to Proceed December 1, 2020 through November 30, 2023 with two optional 12-month terms.

Project Number(s): 800-0160.02 \$540,000

Funding source: General Fund.

The total cost for this contract is \$540,000 over a five-year period. The cost for the first year is \$108,000, which is available in the Fiscal Year (FY) 2020-21 General Fund Budget in project number 800.0160.02. The cost for subsequent years will be included in future annual budgets, subject to budget availability and budget approval.

Request for Proposal (RFP): SCAG staff notified 916 firms of the release of RFP 21-005-C01 via SCAG’s Solicitation Management System website. A total of 26 firms downloaded the RFP. SCAG received the following 12 proposals in response to the solicitation:

Cruz Strategies, LLC	\$540,000
McHugh Koepke & Associates	\$300,000
Joe Gonsalves & Son	\$552,000
Ellison Wilson Advocacy, LLC	\$600,000
LM5 Group	\$600,000
Renne Public Law Group	\$600,000
Capital Representation Group	\$606,000
The Monares Group	\$637,215
Omni Government Relations	\$792,000
Strategies 360, Inc.	\$792,000
Hurst Brooks Espinosa, LLC	\$900,000
Mercury Public Affairs, LLC	\$1,224,000

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

The PRC consisted of the following individuals:

Kevin Gilhooley, Manager of Legislation, SCAG
 Art Yoon, Director of Policy and Public Affairs, SCAG
 Darin Chidsey, Chief Operating Officer, SCAG

Basis for Selection: The PRC recommended Cruz Strategies LLC for the contract award because the consultant:

- Demonstrated the best understanding of the SCAG’s needs as outlined in the scope of work. Specifically, the firm emphasized developing relationships with state legislators early, securing opportunities for SCAG to increase its visibility in the State Capital, working to advance sponsored legislation, and impacting the outcome of legislative deliberations;
- Provided the best technical approach. For example, the firm offered to identify opportunities for SCAG to provide expert witness testimony at legislative hearings to impact the direction of a legislative deliberation, in advance of legislation even being crafted;
- Explained how its experience with the home builders, labor organizations, local elected officials, and other regional agencies and organizations gives it special insights and expertise concerning SCAG’s core transportation, land-use planning, and housing legislative priorities;
- Provided the best overall value for the level of effort proposed with a proposal that accomplished all goals outlined in the scope of work at a price lower than originally estimated; and
- Proposed the second lowest, most realistic price to perform all the scope of work.

Although one other firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm did not provide the effort needed to accomplish all goals and deliverables as outlined in the scope of work.

**Conflict of Interest (COI) Form - Attachment
For November 5, 2020 Regional Council Approval**

Approve Contract No. 21-005-C01 in an amount not to exceed \$540,000 with Cruz Strategies LLC to provide State Advocacy Services, for up to five (5) years, subject to 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 it submitted with its original proposal? (Yes or No)?
Cruz Strategies, LLC	No – Attached.



AGENDA ITEM 10
REPORT

Southern California Association of Governments
Remote Participation Only
November 5, 2020

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

From: Erika Bustamante, Acting Chief Financial Officer,
(213) 236-1892, Bustamante@scag.ca.gov

Subject: Contracts \$200,000 or Greater: 21-009-C01, Transit Asset
Management

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 21-009-C01 in an amount not to exceed \$399,822 with Cambridge Systematics, Inc. to provide ongoing hosting and application maintenance/support of SCAG's implementation of TransAM. Subject to final review by SCAG's Internal Auditor.

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 assisted SCAG with developing regional Transit Asset Management (TAM) performance measures and targets for inclusion in Connect SoCal, the 2020 Regional Transportation Plan/Sustainable Communities Strategy under Contract No. 19-007-C01. Under this contract, the consultant will provide ongoing hosting and application maintenance/support of SCAG's implementation of TAM database platform, TransAM.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Cambridge Systematics, Inc. (21-009-C01)	The consultant will provide ongoing hosting and application maintenance/support of SCAG's implementation of TransAM.	\$399,822

FISCAL IMPACT:

Funding of \$49,977.75 is available in the FY 2020-21 Overall Work Program (OWP) budget, and the

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remaining annual rate of \$99,955.50 will be included in future year budgets under Project Number 140-0121.08 (Transit Asset Management (TAM) Planning), subject to budget availability and approval.

ATTACHMENT(S):

1. Contract Summary 21-009-C01
2. Contract Summary 21-009-C01 COI

CONSULTANT CONTRACT NO. 21-009-C01

Recommended Consultant:

Cambridge Systematics, Inc.

Background & Scope of Work:

SCAG has mandated responsibilities for coordination, target setting and progress reporting as part of its metropolitan transportation planning and programming activities, for a number of federally established performance measures including Transit Asset Management (TAM) and State of Good Repair. The consultant assisted SCAG with developing regional TAM performance measures and targets for inclusion in Connect SoCal, the 2020 Regional Transportation Plan/Sustainable Communities Strategy under Contract No. 19-007-C01.

Regional TAM targets must be set every four years in the Regional Transportation Plan (RTP), and the RTP must include a system performance report evaluating the condition and performance of the public transportation system with respect to the performance targets, including progress achieved in meeting the targets in comparison with system performance recorded in previous reports. Similarly, the Federal Transportation Improvement Program (FTIP) must include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the targets identified in the RTP, linking investment priorities to those performance targets.

The consultant will provide ongoing hosting and application maintenance/support of SCAG’s implementation of TransAM.

Project’s Benefits & Key Deliverables:

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

- Amazon Web Services (AWS) hosting of application and database servers for development, testing, and production deployment of TransAM;
- Defined Service Level Agreements for self-help resources specific to TransAM and in-depth technical support resources to troubleshoot and address complex infrastructure, data, and/or application issues;
- Defined escalation matrix for incidents with clear service level response times.
- Disaster recovery plan for TransAM that guarantees recovery of system/services within one day of a business interrupting event/issue; and
- Hosting, maintenance, support, and training.

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 **\$399,822**
Cambridge Systematics, Inc. (prime consultant)

Contract Period:

Notice-to-proceed through December 31, 2021, plus three (3) additional one-year options, for a total period of four years, ending December 31, 2024.

Project Number(s):

140-0121.08 \$399,822
Funding sources: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) 5303

Attachment: Contract Summary 21-009-C01 [Revision 1] (Contracts \$200,000 or Greater: 21-009-C01, Transit Asset Management)

Funding of \$49,977.75 is available in the FY 2020-21 Overall Work Program (OWP) budget, and the remaining annual rate of \$99,955.50 will be included in future year budgets under Project Number 140-0121.08(Transit Asset Management (TAM) Planning), subject to budget availability and approval.

Request for Proposal (RFP):

SCAG staff notified 2,961 firms of the release of RFP 21-009 via SCAG’s Solicitation Management System. A total of 48 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Cambridge Systematics (no subconsultants)	\$399,822
Carahsoft	Disqualified (Non-Responsive)

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 review of the proposals, one offeror, out of two, was deemed non-responsive so the PRC only evaluated one proposal.

The PRC consisted of the following individuals:

Philip Law, Manager of Mobility Planning and Management, SCAG
Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG
Lea Simpson, Senior Transportation Planner, Caltrans

Basis for Selection:

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

- Is the developer of the Transit Asset Management TransAM system and has the best understanding of the database; and can work quickly and efficiently to update and maintain the database, as needed;
- Has the proven experience with TAM data inventories for multi-agency regions and states; and
- Has the necessary experience with FTA TAM regulations and guidance.

**Conflict of Interest (COI) Form - Attachment
For November 5, 2020 Regional Council Approval**

Approve Contract No. 21-009-C01 in an amount not to exceed \$399,822 with Cambridge Systematics, Inc. to provide ongoing hosting and application maintenance/support of SCAG's implementation of TransAM. Subject to final review by SCAG's Internal Auditor.

The consultant for this contract is:

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

Attachment: Contract Summary 21-009-C01 [Revision 1] (Contracts \$200,000 or Greater: 21-009-C01, Transit Asset Management)

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-009

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: Cambridge Systematics, Inc.

Name of Preparer: Lisa Medearis

Project Title: Transit Asset Management

RFP Number: 21-009 **Date Submitted:** 9/21/2020

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 21-009-C01 COI (Contracts \$200,000 or Greater: 21-009-C01, Transit Asset Management)

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
_____	_____
_____	_____
_____	_____
_____	_____



Southern California Association of Governments
Remote Participation Only
November 5, 2020

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

From: Erika Bustamante, Acting Chief Financial Officer,
(213) 236-1892, Bustamante@scag.ca.gov

Subject: 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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Amendment No. 1 to Contract No. 21-012-C01, Microsoft Enterprise Software License Agreement, with Insight Public Sector, in an amount not to exceed \$160,000, increasing the contract value from \$290,991 to \$450,991 to provide upgraded software licenses to SCAG Microsoft Enterprise Agreement (EA) in support of upcoming projects to update SCAG's communication platform and enhance SCAG's enterprise security and compliance capabilities.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On September 3, 2020, SCAG awarded Contract 20-012-C01 to Insight Public Sector to provide SCAG a Microsoft E3 Enterprise License Agreement. SCAG's Microsoft Enterprise License Agreement consolidates all Microsoft licenses used at SCAG for both staff machines and servers. This includes licensing for Office 365, which provides access to various cloud-based productivity applications and communication platforms such as Skype for Business and Microsoft Teams.

Microsoft recently announced the retirement of Skype for Business. This discovery requires SCAG to perform an update of its main form of communication from Skype for Business to Microsoft Teams. In order to accomplish this update and continue to provide robust communication and collaboration tools, SCAG will need to upgrade Office 365 from E3 license tier to E5. In addition to the communication tool update, this will allow SCAG to update its enterprise security and compliance capabilities, enhance email and web security, and increase accessibility to its customer relationship management software.

This amendment exceeds \$75,000 and is greater than 30% of the contract's original value. Therefore, in accordance with SCAG Procurement Manual (dated 04/17/20) Section 9.3, requires

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OUR CORE VALUES

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



the Regional Council's approval.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Amendment Amount</u>
Insight Public Sector (21-012-C01)	The vendor shall provide upgraded software licenses in our Microsoft Enterprise Agreement (EA)	\$160,000

FISCAL IMPACT:

Funding of \$53,000 is available in the FY 2020-21 Indirect Cost Budget in project number 811-1163.08. Funding for the second and third year of this contract will be included in future fiscal year budgets.

ATTACHMENT(S):

1. Contract Summary 21-012-C01 Amendment 1
2. Contract Summary 21-012-C01 Amendment 1 COI

CONSULTANT CONTRACT 21-012-C01 Amendment 1

Recommended Consultant:

Insight Public Sector

Background & Scope of Work:

On September 3, 2020, SCAG awarded Contract 20-012-C01 to Insight Public Sector to provide SCAG a Microsoft Enterprise License Agreement. SCAG’s Microsoft Enterprise License Agreement consolidates all Microsoft licenses used at SCAG for both staff machines and servers. This includes licensing for Office 365, which provides access to various cloud-based productivity applications and communication tools such as Skype for Business and Microsoft Teams.

Microsoft recently announced the retirement of Skype for Business, which makes this amendment necessary in addition to the useful functionality Teams will provide for SCAG. SCAG did not discover new license requirements necessary to upgrade from Skype for Business to Teams until after the most recent Microsoft Enterprise License Agreement approved in September. This amendment increases the contract value from \$290,991 to \$450,991.

The increase is due to a projected growth and upgrade requirement to Office 365 from E3 license tier to E5 to perform the following:

1. Update SCAG’s main form of communication from Skype for Business to Microsoft Teams. Office 365 E5 licensing will provide phone system, and audio conferencing capabilities in the Teams platform.
2. Update SCAG’s enterprise security and compliance capabilities. Office 365 E5 licensing will provide security features that will enhance SCAG’s email and web security.
3. Increase accessibility to additional staff to our Customer Relationship Management software.

Project’s Benefits & Key Deliverables:

- The project’s benefits and key deliverables include, but are not limited to:
- Provide staff with an up-to-date collaboration and communication tool, Microsoft Teams;
 - Ensure staff have access to cloud-based productivity applications;
 - Provide advanced security and compliance capabilities.

Strategic Plan

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

Contract Amount:

Amendment 1	\$160,000
Original contract value	<u>\$290,991</u>
Total contract value is not to exceed	\$450,991

Amendment 1

Year 1 (11/01/20 – 09/30/21) – 11 months	
Office 365 E5 & CRM	\$38,000
New licenses, estimated	\$15,000

Attachment: Contract Summary 21-012-C01 Amendment 1 (Contract Amendment: Contract No. 21-012-C01, Microsoft Enterprise Software

Year 2 (10/01/21 – 09/30/22)	
Office 365 E5 & CRM	\$38,000
New licenses, estimated	\$15,500
Year 3 (10/01/22 – 09/30/23)	
Office 365 E5 & CRM	\$38,000
New licenses, estimated	\$15,500
Amendment 1 Total:	\$160,000

This amendment exceeds \$75,000, as well as 30% of the contract’s original value. Therefore, in accordance with SCAG Procurement Manual (dated 04/17/20) Section 9.3, it requires the Regional Council’s approval.

Contract Period: November 2020 – September 2023

Project Number: 811-1163.08 – Indirect
 Funding of \$53,000 is available in the FY21 budget, \$53,500 is expected to be available in the FY22 budget in project number 811-1163.08 – Indirect, and the remaining \$53,500 is expected to be available in the FY23 budget in Project Number 811-1163.08

Basis for Selection: In accordance with SCAG’s Contract Manual Section 2.5, version 10, to foster greater economy and efficiency, SCAG’s federal procurement guidance (49 CFR Part 18, Section 18.36 [b] [5]) authorizes SCAG to procure goods and services by entering into MSA’s. SCAG utilized an MSA with the County of Riverside (Participating Agreement RIVCO 20800-013-12/19, Enterprise Agreement No. 01E73970). This agreement is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for programs such as Microsoft EA. Any new licenses added by SCAG are purchased annually at the end of Years 1, 2 and 3 in what is termed a license “true up” program. This once-a-year program reduces the administrative burden and compliance risk of tracking and purchasing licenses for new staff or newly-added applications during the year.

It is of critical importance to SCAG operations that this agreement for additional licenses is approved. SCAG utilizes Microsoft software on a daily basis for Information Technology (IT) infrastructure (servers and desktops), Customer Relationship Management (CRM) system, phone and web meeting systems, modeling systems, and custom applications that serve our members, including the Federal Transportation Improvement Program (FTIP), Regional Transportation Plan/Sustainable Community Strategies (ConnectSocial) websites and public comments, InterGovernmental Review system (IGR), Finance Division systems, SCAG websites and SCAG employee Intranet portal, SCAGHub. Software includes Visual Studio and Team Foundation Server for software development, Windows Server operating system, Microsoft Office 365, Microsoft Customer Relationship Management (CRM), SQL Server databases, Skype for Business communications software, Teams, SharePoint web and collaboration software, and Exchange email suite.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-012-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 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: Insight Public Sector, Inc.
Name of Preparer: Crystal McBride
Project Title: Microsoft Enterprise Agreement - Government (USD)
Date Submitted: 08/20/2020

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) Erica Falchetti, hereby declare that I am the (position or title) Sr. Capture Manager of (firm name) Insight Public Sector, 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 08/20/2020 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.


Erica Falchetti (Aug 20, 2020 12:24 PDT)

08/20/2020

 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
November 5, 2020

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:

The Legislative/Communications and Membership Committee (LCMC) did not meet in October 2020. Therefore, this item is being considered by the Executive Administration Committee (EAC) and Regional Council (RC) with a staff recommendation to approve a Bronze Level membership with the Los Angeles County Business Federation (BizFed) in the amount of \$6,000.

BACKGROUND:

Item 1: Los Angeles County Business Federation (BizFed)
Type: Membership **Amount:** \$6,000

BizFed is made up of more than 180 business organizations representing over 400,000 employers with 3.5 million employees throughout Los Angeles County, along with Southern California's leading civic-minded corporations and public agencies. The organization advocates for policies and projects that strengthen the regional economy. This membership will allow SCAG access to utilize BizFed's massive business networks to actively promote SCAG's initiatives such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Southern California Economic Summit, and other planning activities.

The Bronze Level membership would provide SCAG with the following benefits:

- One (1) voting seat on the BizFed Board of Directors;

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- One (1) voting seat on the BizFed Advocacy Committee;
- SCAG's website link on the BizFed website – BizFed.org; and
- Up to five (5) representatives from SCAG to have access to all BizFed intelligence sharing and events.

FISCAL IMPACT:

\$6,000 for SCAG's membership with BizFed is included in the approved FY 2020-21 General Fund budget.



Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Rongsheng Luo, Program Manager II,
(213) 236-1994, LUO@scag.ca.gov
Subject: Overview of 2022 South Coast Air Quality Management Plan
and Near-term Air Quality Planning Challenges

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC AND TC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD AND RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Despite much progress over the past decades, our region still faces significant air quality challenges with serious implications for funding and implementation of important transportation projects. Dr. Philip Fine, Deputy Executive Officer at the South Coast Air Quality Management District (SCAQMD), will provide a presentation on the recent and upcoming air quality planning efforts for the South Coast Air Basin (Basin) and Coachella Valley. Two draft air quality plans have been prepared to address the 2006 24-hour PM2.5 standard in the Basin and the 1997 8-hour ozone standard in the Coachella Valley. Both plans show attainment of these standards by 2023 based on continued implementation of existing regulations. The 2022 Air Quality Management Plan (AQMP) is also being prepared to address the attainment of the 2015 8-hour ozone standard in the Basin and the Coachella Valley by attainment deadlines of 2038 and 2033, respectively. Attainment of the 1997 8-hour ozone standard in the Basin by June 2024 attainment deadline continues to be very challenging because of the lack of federal actions to regulate federal sources and lack of adequate incentive funding.

BACKGROUND:

Pursuant to federal and state laws, the South Coast Air Quality Management District (SCAQMD) is

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developing several air quality plans for the South Coast Air Basin (Basin) and Coachella Valley including the 2022 Air Quality Management Plan (AQMP).

As required by California Health and Safety Code, SCAG is responsible for providing socio-economic growth forecast and travel activity projection data to SCAQMD for the development of the 2022 AQMP. SCAG is also required to prepare a portion of the AQMP, commonly known as the Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures.

The 2022 AQMP will include an important component relative to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit which on-road transportation activities are permitted to emit. The new emission budgets established as part of the 2022 AQMP process and approved in the final plan will become the functioning emission budgets for transportation conformity for future Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Improvement Program (FTIP) and their amendments post the effectiveness date of the new emission budgets.

SCAG staff has been providing SCAQMD with the socio-economic growth forecast and travel activity projection data from the adopted Connect SoCal. Staff will also prepare our portion of the 2022 AQMP based on the Connect SoCal.

As presented in the Connect SoCal, it is a significant challenge to meet various federal health-based air quality standards in the SCAG region with potentially serious consequences. A particularly pressing challenge is for the South Coast Air Basin to meet the 2024 statutory deadline of attaining the 1997 ozone standard. An air quality plan has been prepared and recently submitted to U.S. Environmental Protection Agency (EPA) to specifically address the attainment challenge. However, if the U.S. EPA disapproves the air plan, a federal sanctions clock will be triggered which will lead to federal highway sanctions if the underlying deficiency cannot be resolved within 24 months. Highway sanctions restrict federal funding to transportation projects that expand highway capacity, nonexempt project development activities and any other projects that do not explicitly meet exemption criteria. If imposed, highway sanctions have the potential to impact billions of dollars of federal funding and tens of billions of dollars of important transportation projects in the SCAG region.

It is important to note that additional air quality plans are also being developed by the other four local air districts within the SCAG region in collaboration with the California Air Resources Board (ARB). Staff has been closely participating in and monitoring the various air quality planning efforts throughout the SCAG region and will report on any significant issues to EEC as appropriate.



FISCAL IMPACT:

Work associated with this item is included in the current FY20-21 Overall Work Program (21-025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. PowerPoint Presentation – Overview of Recent and Upcoming Air Quality Planning Efforts and Near-term Air Quality Challenges



Overview of Recent and Upcoming Air Quality Planning Efforts and Near-term Air Quality Challenges

SCAG Energy and Environment Committee & Transportation Committee
November 5, 2020

Dr. Philip Fine
Deputy Executive Officer
Planning, Rule Development and Area Sources
South Coast AQMD

Cleaning The Air That We Breathe...



Presentation Outline

1. Recent Air Quality Planning Efforts
2. 2022 Air Quality Management Plan
3. 2023 Attainment Challenge

Recent Air Quality Planning Efforts

- 2006 24-hr PM2.5 standard – South Coast Air Basin
- 1997 8-hr Ozone standard – Coachella Valley



PM2.5 National Ambient Air Quality Standards – South Coast Air Basin

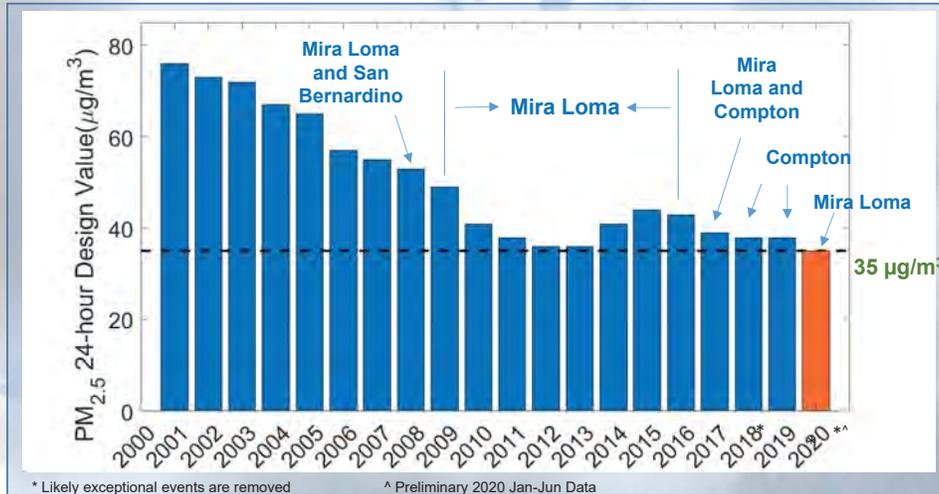
South Coast Air Basin Attainment Status

Standard	Level	Attainment Deadline	Attainment Status
1997 Annual PM2.5	15 µg/m ³	2015	Attained in 2013
1997 24-hour PM2.5	65 µg/m ³	2015	Attained in 2013
2006 24-hour PM2.5	35 µg/m³	2019	Serious Nonattainment
2012 Annual PM2.5	12 µg/m ³	2025	Serious Nonattainment

- Missed deadline due to two sites still exceeding the standard
 - Mira Loma very close to the standard – 50/50 chance of attaining this year
 - Compton design value high due to 3 unexplained high days in 2017 – very likely will attain this year
 - Exceptional event demonstrations (wildfires) will be critical
- New Plan due to EPA this year



Overall Progress Towards Attainment



5



Attainment Demonstration

- **Compton** – Supplemental weight of evidence and air quality trend analysis based on monitoring data
 - Traditional attainment demonstration using chemical transport modeling is not appropriate
 - High PM episodes observed in 2017 were likely driven by anomalous human activities which are not reflected in the emissions inventory
 - If local emissions causing non-attainment are unknown, difficult to develop an effective control strategy
 - Traditional control strategy for Compton would require unrealistic levels of emissions regional reductions and may not be effective
 - Compton will very likely be in attainment before U.S. EPA considers plan
- **Mira Loma** – Traditional Approach - Updated emissions inventory/regional air quality modeling
 - Modeling analysis indicates attainment by 2023 with baseline emissions (existing regulations) with recently adopted regulations providing further assurances

6



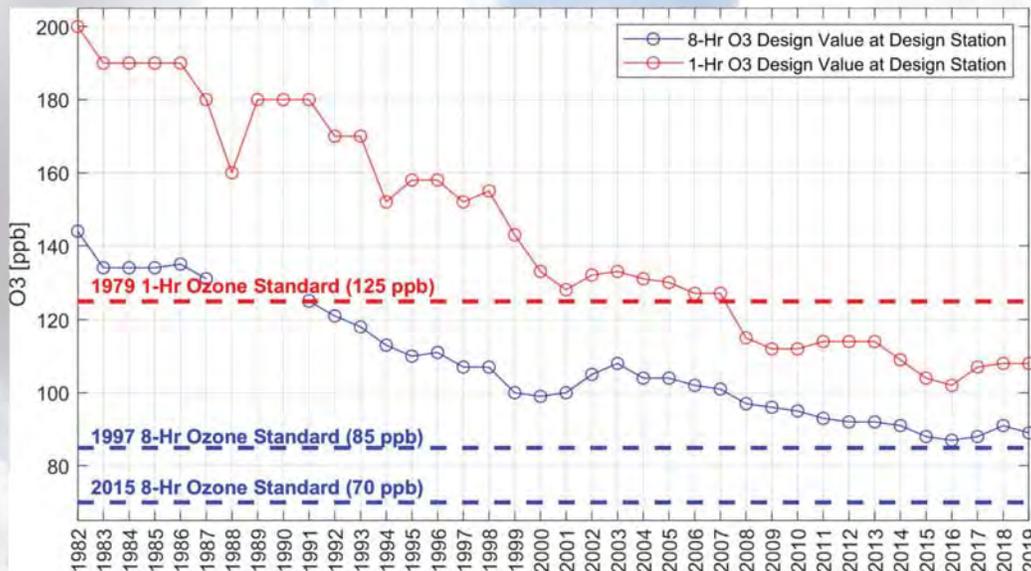
Ozone National Ambient Air Quality Standards – Coachella Valley

Coachella Valley Attainment Status

Criteria Pollutant	Averaging Time	Designation	Attainment Date
Ozone (O ₃)	(1979) 1-Hour (0.12 ppm)	Attainment	11/15/2007 (attained 12/31/2013)
	(1997) 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	(2008) 8-Hour (0.075 ppm)	Nonattainment (Severe)	7/20/2027
	(2015) 8-Hour (0.070 ppm)	Nonattainment (Severe)	8/3/2033



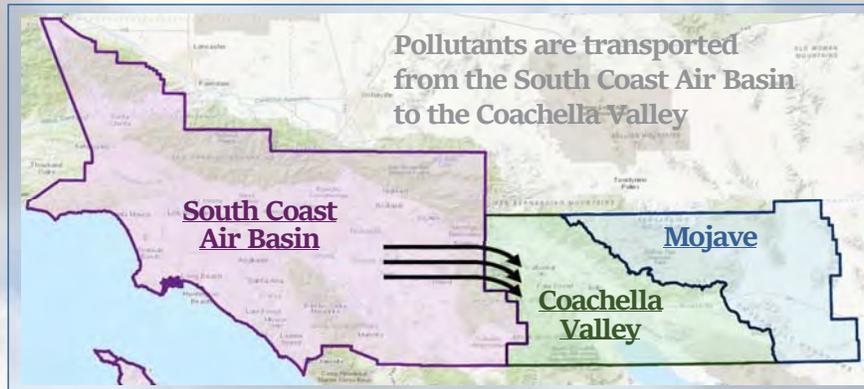
Ozone Trend in Coachella Valley (design value)





Air Quality Setting

- Ozone exceedances in Coachella Valley are primarily due to the direct transport of ozone and its precursors from the South Coast Air Basin



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Pathway to Attainment

- Attainment by 2023 is expected to be achieved based on baseline emissions
 - Adopted rules and regulations provide continued emission reductions in future years
- Recently adopted rules and regulations since 2016 AQMP as well as continued implementation of 2016 AQMP measures provide further assurance for 2023 attainment
- Based on preliminary modeling, attainment may be earlier (2022), but 2023 is retained as attainment year given uncertainties in meteorology, emissions inventory and modeling approach

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2022 Air Quality Management Plan



Ozone National Ambient Air Quality Standards

Attainment Status

Standard	Level	South Coast Classification	Coachella Valley Classification	Attainment Date
2015 8-hour Ozone	70 ppb	Extreme	Severe	August 3, 2038 (South Coast) August 3, 2033 (Coachella Valley)
2008 8-hour Ozone	75 ppb	Extreme	Severe	July 20, 2032 (South Coast) July 20, 2027 (Coachella Valley)
1997 8-hour Ozone	80 ppb	Extreme	Extreme*	June 15, 2024 (both South Coast and Coachella Valley)
1979 1-hour Ozone	120 ppb	Extreme	Attainment	February 6, 2023 (South Coast)

*Voluntary reclassification from severe to extreme in July 2019



Key SIP Elements for 2015 8-hour Ozone Standard

	8/3/2020	8/3/2021	8/3/2022	8/3/2028
Severe and Extreme Areas	Baseline Year Emissions Inventory	Nonattainment New Source Review	Attainment Demonstration	Section 185 Fee Program (Failure to Attain)
	Emissions Statement		Reasonably Available Control Measures	
	Reasonably Available Control Technology Demonstration		Reasonable Further Progress	
	Vehicle Miles Traveled Offset		Conformity	
Extreme Area Only		Clean Fuels for Boilers	Contingency Measures	
			Enhanced Inspection and Maintenance Program	

2022 AQMP



Overall Control Strategy for Attaining 2015 8-hour Ozone Standard

- Extensive transition to near-zero (NZE) and zero-emissions (ZE) technologies in mobile and stationary sources, where feasible
- Transition to cleanest available technologies if NZE/ZE not feasible
- Regulatory measures; Incentive programs
- Eliminate/minimize reliance on 182(e)(5) measures
- Seek legislative authority where applicable
- Seek new sources of funding for new/existing incentive programs
- Work closely with state and local governments to maximize reductions from residential and commercial buildings



2022 AQMP Control Measure Development

- Initiating three working Groups



Mobile Source
– On Road



Mobile
Source – Off
Road



Residential
and
Commercial
Buildings

- Bimonthly meetings (more frequent meetings as needed)
- November 2020 to October 2021 (expected)
- Open to all

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2022 AQMP Overall Schedule



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2023 Ozone Attainment Challenge



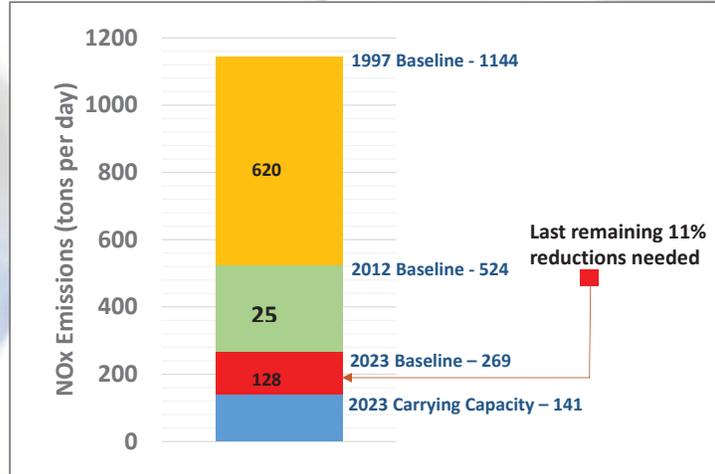
Ozone National Ambient Air Quality Standards – South Coast Air Basin

Attainment Status

Standard	Level	South Coast Classification	Attainment Date
2015 8-hour Ozone	70 ppb	Extreme	August 3, 2038
2008 8-hour Ozone	75 ppb	Extreme	July 20, 2032
1997 8-hour Ozone	80 ppb	Extreme	June 15, 2024
1979 1-hour Ozone	120 ppb	Extreme	February 6, 2023

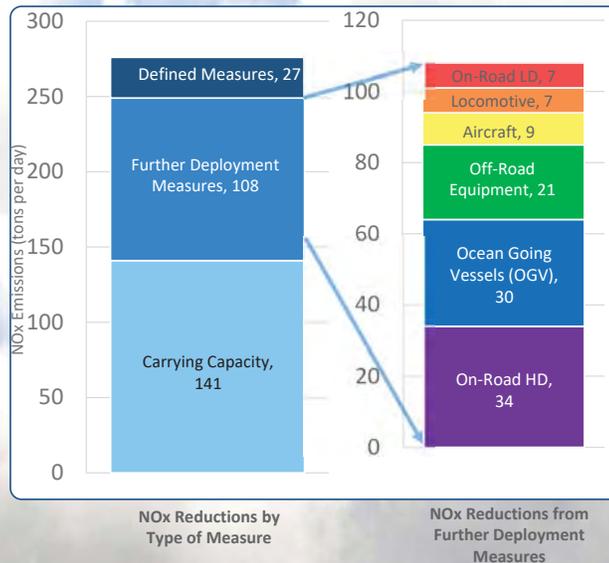


Progress in Overall NOx Reductions Since 1997



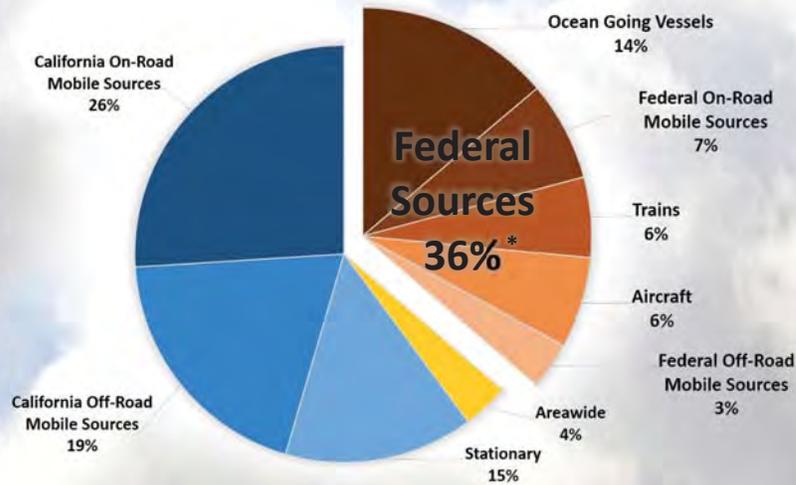
CAA Section 182(e)(5) for Extreme Non-Attainment Areas

- Allows for reliance on emission reductions from anticipated new technologies or improvement of existing technologies
- EPA approved Further Deployment measures in the 2016 AQMP under section 182(e)(5) – 108 tpd
- Contingency measures required 3 years prior to implementation of plan provisions (i.e., 2023 attainment date)
 - Provide full reductions assigned to 182(e)(5) measures





Contribution of Federal Sources (2023 NOx emissions)



* Includes international sources under the responsibility of federal government

21



Contingency Measure Plan for Further Deployment Measures Reductions*

Strategy	2023 Reductions (tpd)
Identified Emissions Reduction Strategies	24 – 26
Additional Incentive Funding	15
Federal Measures and / or Funding	67 – 69
All Strategies	108

* Submitted to the U.S. EPA in December 2019

22



Additional Incentive Funding

- 2016 AQMP
 - Estimated need over \$1 billion per year over 14 years
 - Current effort will update this estimate based on latest information
- Expected Future Funding (approximately \$800 M over 4 years)
 - AB 617-Related Incentives – \$80-90 M/yr.
 - Carl Moyer - \$40-50 M/yr.
 - Prop 1B - \$30 M
 - VW Settlement - \$67 M
 - AB2766 Subvention Fund - \$22 M/yr.
 - Mobile Source Air Pollution Reduction Review Committee - \$17 M/yr.
- Additional Funding Needed
 - Voting District Authorization Legislation - \$1.4 B/yr.
 - Other Mechanisms - TBD
 - Expected 2023 NOx Reductions: 15 tons per day

23



Potential Federal Measures

Measures	Measure Description	2023 NOx Reductions (tpd)
Low-NOx Heavy-Duty Vehicles	Heavy-duty vehicles (above 14,000 lbs. GVWR) powered by low-NOx engines in 2023	Up to 35
Low-NOx Ocean-Going Vessels	Ocean-going vessels coming to California powered by Tier 3 engines in 2023	Up to 28
Low-NOx Locomotives	Locomotives coming to California powered by Tier 4 engines in 2023	Up to 11
Low-NOx Aircraft	Aircraft NOx reductions assumption of 20% if emissions are held at 2012 levels.	Up to 4
Total Possible Reductions Towards Further Deployment Commitment		Up to 78

24



2023 Attainment Challenge

- Attainment of the 1997 8-hour ozone standard continues to represent a major challenge for the region
 - Regulations/programs adopted since 2016 AQMP fall significantly short of needed reductions
- South Coast AQMD is doing all we can to reduce emissions with current funding and authority
- Significantly more incentive funding is needed to accelerate turnover of existing fleet to cleaner technologies
- Without federal action and/or funding to address federal sources, attainment is not likely

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Additional Challenge

- 2020 has experienced some of the highest ozone levels in decades
- Extreme, unusual, early and late season heat waves, wildfire emissions, and COVID impacts are all important factors
- Emissions continue to decline
- Very complicated to assess, but ongoing research:
 - Research contract with UC Riverside to evaluate “Air Quality Modeling and Big Data analysis of Meteorological and Emissions Impact on Air Quality”
 - Changing climate scenarios, “Representative Concentration Pathway (RCP)”, as adopted in IPCC reports being evaluated
 - Evaluating biogenic VOC emissions from urbanized areas and year-to-year changes due to meteorological variations
 - On-going, in-house research in collaboration with academic institutes and research laboratories on the impact of COVID19 shelter-in-place order on Basin air quality

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Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Transportation Committee (TC)
Regional Council (RC)
From: Stephen Fox, Senior Regional Planner,
(213) 236-1855, fox@scag.ca.gov
Subject: California High-Speed Rail Los Angeles to Anaheim Section

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The California High-Speed Rail Authority (CHSRA) is currently constructing or in the environmental review process for the various project sections for Phase 1 of the California High-Speed Train (HST) from downtown San Francisco to Anaheim. CHSRA is preparing a draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to Anaheim project section scheduled for completion in June 2021, and recently issued a Revised Notice of Preparation/Notice of Intent (NOP/NOI) on August 25, 2020 to incorporate additional scoping for significant new freight rail and goods movement facilities that would be required in Colton and Barstow in order to construct and operate the HST. These projects were not included when the project was initially scoped in 2007. This report discusses these facilities and their potentially significant impacts within the SCAG region.

BACKGROUND:

The California High-Speed Rail Authority (CHSRA) is currently constructing or in the environmental review process for the various project sections for Phase 1 of the HST from downtown San Francisco to Anaheim. Civil construction work is underway in the San Joaquin Valley along a 119-mile segment between the cities of Madera and Shafter north of Bakersfield which began in 2015. This construction work is divided between three design-build construction packages being performed by three contractor teams and needs to be completed by December 2022 per federal grant agreement requirements. Full environmental clearance of the entire Phase 1 section from San Francisco to Anaheim must also be completed by December 2022 under the federal requirements. The Phase 1 sections in the SCAG region are described below.

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Bakersfield to Palmdale

This segment will run from Bakersfield to Palmdale via the “Bakersfield Gap” generally along the Union Pacific freight single track through the Tehachapi Mountains. Currently, the planned Palmdale HST station is located about 900 feet south of the existing Palmdale Transportation Center that serves Metrolink and Antelope Valley Transit Authority. The Draft EIR/EIS document was released in February 2020 and the public review period ended in April 2020.

Palmdale to Hollywood Burbank Airport

This section will run from Palmdale to Hollywood Burbank Airport. This segment is 38 miles long and the state-preferred alternative adopted in 2018 roughly follows SR 14, and is completely underground within the Santa Clarita City limits. The Draft EIR/EIS document is expected to be released in May 2021.

Hollywood Burbank Airport to Los Angeles

This section will run from Hollywood Burbank Airport to L.A. Union Station. The state preferred alternative is approximately 14 miles long and will operate on the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor. The Draft EIR/EIS was released in May 2020 and the public review period ended in August 2020.

Los Angeles to Anaheim

This section will run from L.A. Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC). The state-preferred alternative is approximately 30 miles in length and will operate on the existing LOSSAN Corridor. The Draft EIR/EIS document is expected to be released in June 2021.

On August 25, 2020, CHSRA issued a Revised NOI under the National Environmental Policy Act (NEPA) and a Revised NOP under the California Environmental Quality Act (CEQA) for the EIR/EIS for the Los Angeles to Anaheim Project Section. The purpose was to initiate additional scoping to solicit input on new freight rail and goods movement facilities that would be required in Colton and Barstow in order to build and operate the HST. These facilities were not identified and included when the project was initially scoped in 2007. These freight rail and goods movement facilities are large in scale with potentially significant environmental impacts within the SCAG region, notably in San Bernardino County.

New Facilities

CHSRA is proposing to build additional high-speed electrified tracks in order to operate the HST along the LOSSAN Corridor between Los Angeles Union Station and Anaheim. This corridor would be shared with existing and future passenger and freight rail services (e.g., Amtrack, Metrolink and Burlington Northern Santa Fe Railroad [BNSF]). In order to meet future freight and passenger

service levels, coupled with the operation of the HST, CHSRA is proposing to evaluate new freight rail and intermodal facilities outside of the LOSSAN Corridor located in San Bernardino County. These facilities include a completely new intermodal yard in the City of Colton and new railroad staging tracks in the City of Barstow.

Barstow Facility: The Barstow facility, referred to as the Lenwood facility, would be required as a new freight train staging facility outside and east of the LOSSAN Corridor, which is owned by BNSF between downtown Los Angeles and Fullerton and is one of its major main lines in the SCAG region, to allow freight trains to be staged or held outside and east of the LOSSAN Corridor in the High Desert to permit adequate service windows for normal operation and maintenance in the corridor. It would consist of the following main elements: staging tracks, staging track leads, circulation and roadway modifications, and utility modifications. The Lenwood project site would generally be located along the six existing BNSF main line tracks and south and west of State Route 58 within the city of Barstow and unincorporated San Bernardino County.

Colton Facility: The Colton facility would be required to accommodate future freight train volumes (an average of 10 freight trains per day) that could not be accommodated in the LOSSAN Corridor due to future volumes of HST and other passenger and freight trains. It would be an entirely new intermodal rail yard and consist of the following main elements: intermodal rail yard, railroad lead tracks, circulation and roadway modifications, and utility modifications. The Colton project is in the southwest part of San Bernardino County, mostly within an unincorporated area while the remainder is primarily in the cities of Colton and Grand Terrace. It is generally south of Interstate 10 and the Union Pacific Railroad rail lines and north of the Santa Ana River and west of Colton Crossing.

Environmental Effects: The proposed new rail facilities could potentially have significant environmental effects in the Inland Empire, including on air quality, noise, traffic congestion, visual impacts, and environmental justice.

Communication to CHSRA

SCAG has sent two joint letters to CHSRA from the executive directors of the San Bernardino County Transportation Authority, SCAG and the South Coast Air Quality Management District in June and September of this year. These letters asked for more and better collaboration and communication between CHSRA, SCAG and its affected partner agencies for the Los Angeles to Anaheim segment and these new facilities; and also expressed concern on the potential air quality impacts from the new intermodal yard, the need to incorporate project specific mitigation measures and the potential challenges associated with various air quality conformity determinations, as this realignment of goods movement in the SCAG region was not modeled in SCAG's 2020 Connect SoCal Regional Transportation Plan and Sustainable Communities Strategy.

Other SCAG partner agencies, including the Riverside County Transportation Commission and Southern California Regional Rail Authority, have also submitted comment letters to CHSRA in response to the revised NOP/NOI scoping period. Major themes of these letters include the need for better early coordination by CHSRA and the need for a rigorous and thorough environmental analysis concerning the potential negative effects of the two facilities.

NEXT STEPS:

SCAG staff will continue to work with rail partner agencies in coordinating and reviewing the analysis performed on these new rail and intermodal facilities through the CHSRA environmental process and provide regular updates to TC and RC.

FISCAL IMPACT:

Staff work related to this project is included in the FY 2020-21 Overall Work Program (OWP) under Project 140.0121.02 (Regional High-Speed Transport).

ATTACHMENT(S):

1. SCAG, SBCTA and SCAQMD Joint Letter to CHSRA - June 4, 2020
2. SCAG, SBCTA and SCAQMD Joint Letter to CHSRA - September 3, 2020



June 4, 2020

Mr. Brian Kelly
Chief Executive Officer
California High Speed Rail Authority
925 L Street, Ste. 1425
Sacramento, CA 95814



Dear Brian:

It is our understanding that the CHSRA is getting ready to release a CEQA/NEPA document for the Los Angeles-Anaheim segment, and that this proposed project includes plans to move freight rail capacity out of Hobart Railyard to Colton.

While we understand the need to plan for the best alignment for the high speed rail system, and recognize that this might mean realignment of existing rail infrastructure, such planning should also consider local and regional implications. First, this plan concept for freight capacity realignment is not included in our Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The realignment would also likely result in local truck traffic and air quality impacts in conformity budgets and air quality attainment plans given both locations are in the same air district.

While the HSR project as a whole is expected to provide greenhouse gas benefits to the State, the proposed freight has the potential to impact San Bernardino County inordinately, and these environmental impacts must be disclosed, analyzed, and mitigated to the extent feasible.

This letter is to ask for more collaboration on CHSRA's plans for this segment. We want to work with you to find a way forward to minimize the likely impacts listed. We will certainly make further comments on the CEQA/NEPA document and we hope our teams could work together in the development of the EIR/EIS for the segment.

Thank you for the consideration.

Sincerely,

KOME AJISE
Executive Director

Southern California
Association of Governments

WAYNE NASTRI
Executive Officer

South Coast Air Quality
Management District

RAY WOLFE
Executive Director

San Bernardino County
Transportation Authority

c: David Kim, Secretary, California State Transportation Agency



September 3, 2020

Mr. Brian Kelly (Brian.Kelly@hsr.ca.gov)
Chief Executive Officer
California High Speed Rail Authority
925 L Street, Ste. 1425
Sacramento, CA 95814



Dear Brian,

Thank you for your July 24, 2020 response to our letter requesting additional collaboration between CHSRA and South Coast AQMD, SCAG, and SBCTA regarding the Los Angeles-Anaheim segment of the high speed rail project. We appreciate your commitment to work with us, and note that staff have had several productive briefings on the LA-Anaheim project segment. We believe continued early and open dialogue on a project of this magnitude will be important as you move forward, especially given the magnitude of the potential air quality impacts in San Bernardino County and the aggressive schedule your team is working towards.

In that spirit, we wanted to share with you some of our early concerns based on the information we have been provided thus far. The four primary issues are 1) the potential air quality impacts from the new freight railyard in Colton, 2) the need to incorporate project specific mitigation measures, 3) the potential challenges associated with various conformity determinations, and 4) the need to establish an information sharing process between the agencies and interested stakeholders. Each of these issues are discussed in more detail in the attachment to this letter.

We recognize that the environmental documentation should present all these details, and we look forward to participating in that formal review process. However, it is our experience that early consultation and sharing of more detailed technical information enhances and streamlines the overall review process and timeline, particularly for projects with



tight schedules. We reiterate our request to engage up front on CHSRA's plans for the Los Angeles-Anaheim segment.

Thank you for your consideration.



Sincerely,



KOME AJISE
Executive Director

Southern California
Association of
Governments

WAYNE NASTRI
Executive Officer

South Coast Air
Quality Management
District

RAY WOLFE
Executive Director

San Bernardino County
Transportation
Authority

Air Quality Impacts

It is our understanding that one component of the LA-Anaheim project is a new BNSF intermodal freight rail yard located at the former Cal Portland Cement Company plant in unincorporated San Bernardino County near the city of Colton. The community living immediately adjacent to this site is already classified by the state Office of Environmental Health Hazard Assessment as being in the worst 95th percentile in the state using the CalEnviroScreen 3.0 tool. These already environmentally burdened nearby census tracts also include populations with much higher proportions of Hispanic and/or Black residents than the South Coast AQMD as a whole (see table below).

Area	Hispanic	Black	White	CalEnviroScreen 3.0 Score
Tract 6071004004	71%	3%	21%	95-100%
Tract 6071007108	46%	26%	18%	95-100%
Tract 6071012500	88%	3%	7%	95-100%
Tract 6071006601	83%	2%	13%	95-100%
Tract 6071003612	68%	12%	12%	80-85%
South Coast AQMD	47%	7%	30%	N/A

Freight rail yards have many sources of emissions that impact the air regionally and locally. These include onsite equipment (e.g., cargo handling equipment and switcher locomotives) and other mobile sources that travel to and from the site (e.g., on-road trucks and long haul locomotives). Based on the limited information we received during the briefing, it is our understanding that onsite cargo handling equipment will be zero emissions. However even if all onsite equipment is zero emissions, an intermodal facility like this will attract a significant number of on-road trucks and generate new locomotive activity as trains are built every day. The emissions from these activities will dwarf those saved from using zero emission cargo handling equipment. It is our

understanding that there are currently no project components that will address the local impacts from on-road trucks or locomotives.¹

Further, the project team expressed that they anticipate that this project has the potential to reduce regional emissions, mainly due to lower truck traffic going to rail yards near downtown LA and going to this new rail yard instead. This is projected to occur because some BNSF trackage would be used for high speed rail, and the new rail yard would be designed to make up for this reduction in throughput from the Hobart yard. While this may be a potential outcome in the long term, the timing of project implementation should be addressed. As expressed to us during the briefing, the new freight rail yard would open as early as 2026, however the high speed rail project would not operate potentially until 2040. This project therefore would appear to increase the total capacity of BNSF's system in the short term, and the resulting regional emissions from this scenario are unclear. Given the significant challenges our region faces meeting federal air quality standards in milestone years of 2023, 2031, and 2037, better understanding these shorter term impacts are of paramount importance.

Finally, from what we know today, a new railyard would likely have significant air quality impacts, locally and potentially regionally. Our understanding is that the only reason that this freight rail yard is being included as a component of the HSR project is that it would mitigate for lost trackage for BNSF. We would like to understand more about whether the freight railyard component of the project could move forward absent construction of HSR. We appreciate that these two projects are being considered collectively in the environmental analysis, however if the rail yard can move forward independently from HSR, then the air quality impacts for that component of the project should be presented separately and mitigated accordingly.

Need for Project Mitigation

If our limited understanding of this project is correct, there are potentially significant air quality issues that must be addressed. We appreciate that the project team has initiated discussions with our staff about providing funding for mitigation. However, any mitigation that the project team is hoping that South Coast AQMD can accomplish on its

¹ While zero emissions cargo handling equipment is welcome, note that recent emissions inventory information from 2017 provided by the railroads to South Coast AQMD indicates that the vast majority of onsite emissions are not from cargo handling equipment at southern California rail yards. Offsite emissions would also not be addressed by onsite cargo handling equipment mitigation.

behalf should only be considered after all feasible measures have been considered as part of the project itself.² South Coast AQMD should only be looked to as an implementer of another project's mitigation as a last resort after all feasible steps have been taken within the project itself. Before any further consideration of making South Coast AQMD responsible for mitigating HSR's air quality impacts, we recommend that time be dedicated to identifying what can be done within the project itself to reduce/avoid air quality impacts.

Conformity

It is not fully clear at this stage, but it would appear that this project may need a conformity determination on three fronts. First, it is our understanding that the project must be included in a conforming regional transportation plan from SCAG. Second, the project may need to meet project-level transportation conformity requirements. Finally, the project must show that it meets general conformity tests. Each of these determinations require significant technical analysis. South Coast AQMD staff traditionally works with SCAG and EPA in a secondary role on the two transportation conformity tests, and we look forward to our involvement in those processes for this project. South Coast AQMD staff takes a lead role in regards to general conformity. The timing is beneficial for the project's general conformity analysis given that we are just now beginning our 2022 Air Quality Management Plan effort. However, given the significant challenges our region faces in meeting national ambient air quality standards on time, it is not clear what portion, if any, of the region's emissions budget can be dedicated to general conformity in the upcoming plan. We do not anticipate that the relatively simple first-come first-served set aside process from previous AQMPs will be sufficient for the 2022 AQMP. Given that there are three HSR sections in South Coast AQMD (i.e., Palmdale-Burbank, Burbank-LA, LA-Anaheim), we recommend working on general conformity for all three projects collectively, especially as emissions impacts may overlap in time.

Need for Additional Details and Engagement

Each of the issues identified above will require substantial technical analysis and modeling. As that work is undertaken, we encourage HSR to communicate early with our staff to work through any methodological details as they arise. While this can

² For example, if there are air quality impacts from locomotives and trucks, then the project should identify mitigation to lessen impacts from those sources.

initially take time, in our experience this additional upfront work can facilitate and streamline the review process.

In addition to the technical modeling analysis for this project, we would appreciate getting a better understanding of the whole of the HSR program in our region. For example, it appears that the Burbank-LA portion of the project will require relocation of a portion of Metrolink's maintenance activities to somewhere in the Inland Empire. Along with the relocation of freight activities to the Inland Empire from the LA-Anaheim project, we would appreciate hearing if there are other project components that will result in impacts from any of the HSR project sections that aren't associated directly with the construction of the high speed rail line itself.

Finally, during the July 1 briefing, my staff strongly encouraged the HSR project team to reach out specifically to local and environmental community groups to discuss this project. At the request of the project team, we provided you with a list of contacts for key organizations. Since that time, we have had initial conversations with many of these groups, and they have raised significant questions about air quality and environmental justice issues associated with this project. We are unable to answer these questions as we know that you all are still actively working on analyzing impacts. However, given the limited information about this project, and the significant concerns being raised, we would again encourage you to reach out to these groups. These groups provide unique perspectives about their own communities and valuable information to better inform projects as you consider the best way to move forward



AGENDA ITEM 15
REPORT

Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Erika Bustamante, Acting Chief Financial Officer,
(213) 236-1892, Bustamante@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

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

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
National Association of Regional Councils	FY21 NARC Membership Dues	\$27,500
ENO Transportation Foundation	FY21 ENO Transportation Membership Dues	\$10,000
Coalition For Americas Gateway And Trade Corridors (CAGTC)	FY21 CAGTC Membership Dues	\$6,500
Quadient Leasing USA Inc.	Mailing Machine Lease	\$6,000

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

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

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
LSA Associates, Inc. (20-073-C01)	To assist the City of Banning (City) to comply with Senate Bill (SB) 743, the consultant will conduct an analysis of the City's Traffic Impact Analysis (TIA) Guidelines and recommend how to transition them from Level of Service (LOS) based, to vehicle miles travelled (VMT) based guidelines, by establishing VMT baseline and thresholds within the City's General Plan Circulation Element. Additionally, this project will serve as a model for other cities of similar size and socio-economic characteristics implementing greenfield development along freeway corridors.	\$149,948
IBI Group (20-065-C01)	The consultant will assist the City of Torrance (City) with developing a strategy to improve existing and plan new wayfinding signage as well as a complete sign inventory of every sign within the City's right-of-way. The project will focus on improving wayfinding for pedestrians and bicyclists, as well as facilitating connections to transit. A key objective for the consultant will include providing a comprehensive list of possible funding sources for implementation including grant opportunities and other funding sources. Additionally, the project will provide a template for other cities of similar size and socio-economic characteristics, with light rail stations, throughout the SCAG region.	\$141,528
Partners for Better Health	As part of the Randall Lewis Public	\$100,000



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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
(21-010-C01)	Health & Policy Fellowship ("Fellowship"), the consultant will place students from local universities seeking their master degrees in public health and other related fields in positions with SCAG or local (city, county, or nonprofit) agencies to facilitate collaboration and better understanding of various public health issues and support the implementation of technology/data analytics projects related to the implementation of SCAG's 2020 RTP/SCS, Connect SoCal. Each student, referred to as a "Randall Lewis Public Health or Data Science Fellow," will complete a total of four hundred (400) working hours with SCAG or a local agency.	
The Arroyo Group (20-069-C01)	The consultant will conduct a visioning study in the City of Norwalk centering on the Firestone Corridor and San Antonio Village areas. The study will help the City start on a path toward helping the community realize desired land use changes and accommodation of future transit investments.	\$99,992
Info USA Marketing Group (20-077-C01)	The consultant will provide employment data for its various forecasting models. The data is crucial in the development of SCAG's Regional Transportation plan and Sustainable Community Strategies. Staff will use the data to estimate employment by different sectors at transportation analysis zones in the SCAG region.	\$74,025



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

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

ATTACHMENT(S):

1. Contract Summary 20-073-C01
2. Contract Summary 20-065-C01
3. Contract Summary 21-010-C01
4. Contract Summary 20-069-C01
5. Contract Summary 20-077-C01

CONSULTANT CONTRACT NO. 20-073-C01

Recommended Consultant: LSA Associates, Inc.

Background & Scope of Work: To assist the City of Banning (City) to comply with Senate Bill (SB) 743, the consultant will conduct an analysis of the City’s Traffic Impact Analysis (TIA) Guidelines and recommend how to transition them from Level of Service (LOS) based, to vehicle miles travelled (VMT) based guidelines, by establishing VMT baseline and thresholds within the City’s General Plan Circulation Element. Additionally, this project will serve as a model for other cities of similar size and socio-economic characteristics implementing greenfield development along freeway corridors.

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

- Updated Traffic Study Guidelines related to VMT calculations;
- A VMT Forecasting Tool; and
- A Technical Memorandum documenting five (5) High-Priority VMT Mitigation Measures.

Strategic Plan: This item supports SCAG’s Strategic Plan 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** **\$149,948**
 LSA (prime consultant)

Note: LSA Associates, Inc. originally proposed \$180,744, but staff negotiated the price down to \$149,948 without reducing the scope of work.

Contract Period: October 16, 2020 through February 28, 2021

Project Number(s):

275-4823U5.02	\$132,795
275-4823E.02	\$17,205

Funding sources: FY19 SB1 Formula Funds and Transportation Development Act (TDA)

Request for Proposal (RFP): SCAG staff notified 3090 firms of the release of RFP 20-073 via SCAG’s PlanetBids website. A total of 50 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:

LSA Associates, Inc. (no subconsultant)	\$180,744
Iteris, Inc. (no subconsultant)	\$89,367
Kittleson & Associates, Inc. (one subconsultant)	\$99,992
Chen Ryan Associates, Inc. (three subconsultants)	\$199,972

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.

Attachment: Contract Summary 20-073-C01 (Contracts between \$5K and \$200K (Nov 2020))

After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Michael Gainor, Regional Planner, SCAG

Adam Rush, Community Development Director, City of Banning

Mark De Manincor, Contract Planner, City of Banning

Basis for Selection:

The PRC recommended LSA Associates, Inc. for the contract award because the consultant:

- Demonstrated the best understanding of the proposed scope of work and the key elements involved. Specifically, LSA has been actively involved in the SB 743 developmental process since the bill was first passed by the California legislature in 2013 and their organizational competence and level of demonstrated experience in SB 743 related endeavors is superior; and
- Provided the most comprehensive level of detail. The subconsultant, Streetlight, offers significant added value to the project for their knowledge and experience in the acquisition and use of big data resources.

Although other firms proposed lower prices, the PRC did not recommend these firms for contract award because these firms, did not demonstrate the same level of technical detail and demonstrated experience and innovative thinking in the conduct of these types of studies. Moreover, the PRC was concerned that the lower priced proposals underestimated the true costs of the project and may result in budget issues as the project proceeds. Specifically, the PRC felt the level of detail required to successfully implement the full aspects of SB 743 within the City of Banning will likely demand additional staff time that was unanticipated by these firms (e.g., these firms estimated 508 and 474 hours to do the work and the Project Manager estimated 1,309 hours to complete the work).

CONSULTANT CONTRACT NO. 20-065-C01

Recommended Consultant:	IBI Group	
Background & Scope of Work:	The consultant will assist the City of Torrance (City) with developing a strategy to improve existing and plan new wayfinding signage as well as a complete sign inventory of every sign within the City’s right-of-way. The project will focus on improving wayfinding for pedestrians and bicyclists, as well as facilitating connections to transit. A key objective for the consultant will include providing a comprehensive list of possible funding sources for implementation including grant opportunities and other funding sources. Additionally, the project will provide a template for other cities of similar size and socio-economic characteristics, with light rail stations, throughout the SCAG region.	
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"> • Community outreach, with a focus on reaching disadvantaged communities and non-automobile road users; • A list of potential funding sources and two (2) potential implementation strategies for putting the wayfinding plan to action; and • A memorandum summarizing methods for measuring and estimating vehicle miles traveled (VMT) and greenhouse gas (GHG) reductions, as well as safety improvements resulting from implementation of the wayfinding plan. 	
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	\$141,528
	IBI Group (prime consultant)	\$76,014
	Toole Design (subconsultant)	\$65,514
	Note: IBI Group originally proposed \$149,901, but staff negotiated the price down to \$141,528 without reducing the scope of work.	
Contract Period:	September 15, 2020 through August 2021, 2021	
Project Number(s):	275-4823U5.02	\$132,795
	275-4823E.02	\$17,205
	Funding source(s): Sustainability Planning Grant – 2016; FY19 SB1 Formula Funds and Transportation Development Act (TDA) funds	
Request for Proposal (RFP):	SCAG staff notified 3,991 firms of the release of RFP 20-065-C01 via SCAG’s PlanetBids website. A total of sixty (60) firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:	
	IBI Group (1 subconsultant)	\$149,901
	DCR (1 subconsultant)	\$144,803
	Chen Ryan (2 subconsultants) non-responsive	\$149,929
	ARUP (no subconsultants)	\$167,683

Attachment: Contract Summary 20-065-C01 (Contracts between \$5K and \$200K (Nov 2020))

KTUA (1 subconsultant)	\$174,561
KOA (2 subconsultants)	\$233,078

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

The PRC consisted of the following individuals:

- Joseph Cryer, Associate Regional Planner, SCAG
- Fran Fulton, Economic Development Manager, City of Torrance
- Matt Knapp, Deputy Public Works Director, City of Torrance
- Carolyn Chun, Senior Planning Associate, City of Torrance

Basis for Selection: The PRC recommended IBI Group for the contract award because the consultant: The selected firm offered a greater amount of total effort quantified by hours on the project, as well as a lower average hourly cost for staff;

- Demonstrated the best technical approach focusing on the signage inventory, how they would conduct outreach breaking out into districts, and then develop a plan which was a key part to successfully completing the scope of work. They also demonstrated the best understanding of how Torrance fits into the larger region and the importance of transportation connection, encouraging use of alternative modes of transportation, and improve quality of life; and
- Provided the most extensive experience with project with examples of work performed that were relevant to this project.

CONSULTANT CONTRACT NO. 21-010-C01

Recommended Consultant:	Partners for Better Health				
Background & Scope of Work:	<p>The purpose of this project is to implement a Randall Lewis Public Health & Policy Fellowship (“Fellowship”) in the Southern California region. Specifically, the consultant will place students from local universities seeking their master degrees in public health and other related fields in positions with SCAG or local (city, county, or nonprofit) agencies to facilitate collaboration and better understanding of various public health issues and support the implementation of technology/data analytics projects related to the implementation of SCAG’s 2020 RTP/SCS, Connect SoCal. Each student, referred to as a “Randall Lewis Public Health or Data Science Fellow,” will complete a total of four hundred (400) working hours with SCAG or a local agency. Partners for Better Health conducts screenings and selection of all project sites and applicants for the fellowship and is responsible for placing the fellows and monitoring their progress.</p>				
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Provides staffing support in the form of Public Health Fellows to local cities, counties, or nonprofits, resulting in the expansion of regional health policy infrastructure;• Public Health Fellows help develop plans, projects, and programs that help improve the social determinants of health in local communities. For example, they may work on public health equity analysis, active transportation plans and projects, environmental justice research, etc.; and• The fellowships create educational and professional opportunities for students in health policy and related disciplines and retain essential intellectual capital in local communities.				
Strategic Plan:	<p>This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; and Goal 3: Be the foremost data information hub for the region.</p>				
Contract Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 60%;">Total not to exceed</td><td style="text-align: right;">\$100,000</td></tr><tr><td colspan="2">Partners for Better Health (prime consultant)</td></tr></table>	Total not to exceed	\$100,000	Partners for Better Health (prime consultant)	
Total not to exceed	\$100,000				
Partners for Better Health (prime consultant)					
Contract Period:	September 24, 2020 through June 30, 2021				
Project Number(s):	050-0169B.08, \$88,530, FTA 5303 050-0169E.08, \$11,470, TDA Funding sources: Federal Transit Administration (FTA) Transportation Development Act (TDA)				
Request for Proposal (RFP):	N/A				

Attachment: Contract Summary 21-010-C01 (Contracts between \$5K and \$200K (Nov 2020))

Selection Process: SCAG originally entered a partnership with Partners for Better Health to provide technical assistance resources around the issues of public health and transportation to support implementation of the 2016 RTP/SCS. Through the partnership SCAG has provided partial funding to fellows working on transportation and health issues with local cities to encourage policy change and health built environments. Partners for Better Health was originally selected due to their expertise in administering a health policy fellowship that aligned with SCAG’s desired outcomes and goals. Since then they have provided excellent services in the selection of fellows and administration of the fellowship which has supported SCAG in expanding the understanding of how the build environment affects health across the region.

Basis for Selection: Given the established expertise of Partners for Better Health and their excellent fellowship program as a non-profit, staff awarded the contract pursuant to Section 3.15 and 3.17 of the State of California Contracts Manual which allows sole sourcing a contract to a non-profit.

CONSULTANT CONTRACT NO. 20-069-C01

Recommended Consultant:	The Arroyo Group	
Background & Scope of Work:	The consultant will conduct a visioning study in the City of Norwalk centering on the Firestone Corridor and San Antonio Village areas. The study will help the City start on a path toward helping the community realize desired land use changes and accommodation of future transit investments. The Vision Study will result in a document that will provide clarity and direction for subsequent regulatory development (e.g. Specific Plan and other legislative amendments to effectuate the vision). Additionally, this study will result in a document that can be used by other jurisdictions of similar size and socio-economic characteristics that are seeking to encourage sustainable development. By increasing economic activity, housing, and transit options at the cross roads between the Metrolink train station and the Metro Green Line light rail station, this study will improve housing transportation integration impacting the wider Gateway Cities subregion	
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverable includes, but are not limited to: A plan that creates a vision for an area in Norwalk that is a critical gap between Metrolink train service and Metro light rail service.	
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	\$99,992
	The Arroyo Group (prime consultant)	\$81,942
	Illuminas Consulting (subconsultant)	\$18,050
Contract Period:	October 12, 2020 through June 30, 2021	
Project Number(s):	275-4823B.04 \$88,530.00 275-4823E.04 \$11,470.00	
	Funding source(s): Federal Transit Administration (FTA 5303) and Transportation Development Act (TDA).	
Request for Proposal (RFP):	SCAG staff notified 2,945 firms of the release of RFP 20-069-C01 via SCAG’s PlanetBids website. A total of 75 firms downloaded the RFP. SCAG received the following ten (10) proposals in response to the solicitation:	
	The Arroyo Group (one subconsultant)	\$99,992
	MIG, Inc. (two subconsultants)	\$99,370
	Torti Gallas + Planning (two subconsultants)	\$99,966
	SWA Group	\$100,001
	Placeworks, Inc.	\$100,094
	Citythinkers	\$110,941
	KTUA	\$124,887

Attachment: Contract Summary 20-069-C01 (Contracts between \$5K and \$200K (Nov 2020))

Design Workshop, Inc.	\$161,529
Dudek	\$202,475
Sargent Town	\$261,832

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

The PRC consisted of the following individuals:

Nicole Amescua, Management Analyst, City of Norwalk
 Jessica Serrano, Planning Manager, City of Norwalk
 Jonathan Osborn, Research Program Specialist, Caltrans
 Joseph Cryer, Associate Regional Planner, SCAG

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

- Demonstrated the most extensive experience with projects of similar size and scope as they have completed several recent projects in the region that have similar challenges, including projects that have involved public outreach during the COVID-19 public health crisis and projects that have been approved by decision making bodies; and
- Demonstrated the best theoretical conception of the project and the ability to distill and communicate project challenges in a clear and concise manner. Their proposal also addressed housing needs in the study area in a manner superior to other firms.

Although other firms proposed lower prices, which were negligible, the PRC did not recommend these firms for contract award because these firms either did not fully address the requisite number of outreach events or their proposed outreach was less robust than the selected consultant.

CONSULTANT CONTRACT NO. 20-077-C01

Recommended Consultant:	Info USA Marketing Group							
Background & Scope of Work:	SCAG requires employment data for its various forecasting models. The data is crucial in the development of SCAG’s Regional Transportation plan and Sustainable Community Strategies. Staff will use the data to estimate employment by different sectors at transportation analysis zones in the SCAG region.							
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"> • Data for use in the regional development of small-area employment estimates and forecasts; and • Data for use to create regional economic development analyses and transportation corridor analyses. 							
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region.							
Contract Amount:	Total not to exceed	\$74,025						
	Info USA Marketing Group (prime consultant)							
Contract Period:	September 29, 2020 through September 28, 2023							
Project Number(s):	055-0704A.02 \$74,025							
	Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA)							
Request for Proposal (RFP):	<p>SCAG staff notified 2,100 firms of the release of RFP 20-077 via SCAG’s Solicitation Management System. A total of 33 firms downloaded the RFP. SCAG received the following Error! Reference source not found. proposals in response to the solicitation. Of the three (3) proposals received, two (2) were non-responsive for failure to submit documents as require in the RFP (did not to submit the sample employment data for the City of Indio, and did not include the ratio of each data element and descriptive statistics including number of records and by cities with information in data sets).</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Info USA Marketing Group (No subconsultants)</td> <td align="right">\$74,025</td> </tr> <tr> <td>P2Q Agency LLC - Non-responsive (No subconsultants)</td> <td align="right">\$10,440</td> </tr> <tr> <td>Canete-Medina Consulting Group – Non-responsive (No subconsultants)</td> <td align="right">\$261,852</td> </tr> </table>		Info USA Marketing Group (No subconsultants)	\$74,025	P2Q Agency LLC - Non-responsive (No subconsultants)	\$10,440	Canete-Medina Consulting Group – Non-responsive (No subconsultants)	\$261,852
Info USA Marketing Group (No subconsultants)	\$74,025							
P2Q Agency LLC - Non-responsive (No subconsultants)	\$10,440							
Canete-Medina Consulting Group – Non-responsive (No subconsultants)	\$261,852							
Selection Process:	The Proposal Review Committee (PRC) evaluated the responsive proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.							

Attachment: Contract Summary 20-077-C01 (Contracts between \$5K and \$200K (Nov 2020))

The PRC consisted of the following individuals:

Cheol-Ho Lee, Senior Regional Planner, SCAG
John Cho, Senior Regional Planner, SCAG
Tom M Vo, Senior Regional Planner, SCAG

Basis for Selection:

The PRC recommended Info USA Marketing Group for the contract award because the consultant:

- Met all the requirements, such as providing sample data and descriptive statistics;
- Provided an excellent technical approach, describing the methods to collect the required information and to adjust the data; and
- Price was determined to be fair and reasonable.



Southern California Association of Governments
Remote Participation Only
November 5, 2020

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Erika Bustamante, Acting Chief Financial Officer,
(213) 236-1892, Bustamante@scag.ca.gov
Subject: CFO Monthly Staff Report

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

AUDITS:

External Financial Audit

Eide Bailly LLP, SCAG's outside independent auditor, finished conducting final audit fieldwork and the audited CAFR will be released in December.

MEMBERSHIP DUES:

As of October 21, 2020, 122 cities and 4 counties had renewed their membership. This represents 64.61% of the dues assessment. This leaves 66 cities and 2 counties yet to renew. Three cities are being recruited for membership.

BUDGET & GRANTS (B&G):

On September 14, 2020, Caltrans issued a reconciliation letter to confirm unexpended totals of \$13.4 million in Consolidated Planning Grant (CPG) funds and \$12.9 million in State Planning Grant funds as of June 30, 2020. The adjustments to the grant balances will be included in Amendment 3 to the FY21 Overall Work Program (OWP) this January.

CONTRACTS:

In September 2020, the Contracts Department issued three (3) Requests for Proposals, awarded eight (8) contracts; issued six (6) contract amendments; and processed 47 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 143 consultant contracts. Staff continued to negotiate better pricing and reduced costs for services. This month staff negotiated \$155,681 in budget savings, for a total of \$687,297 in the year.

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



ATTACHMENT(S):

1. CFO Charts 110520



Office of the Chief Financial Officer

Monthly Status Report

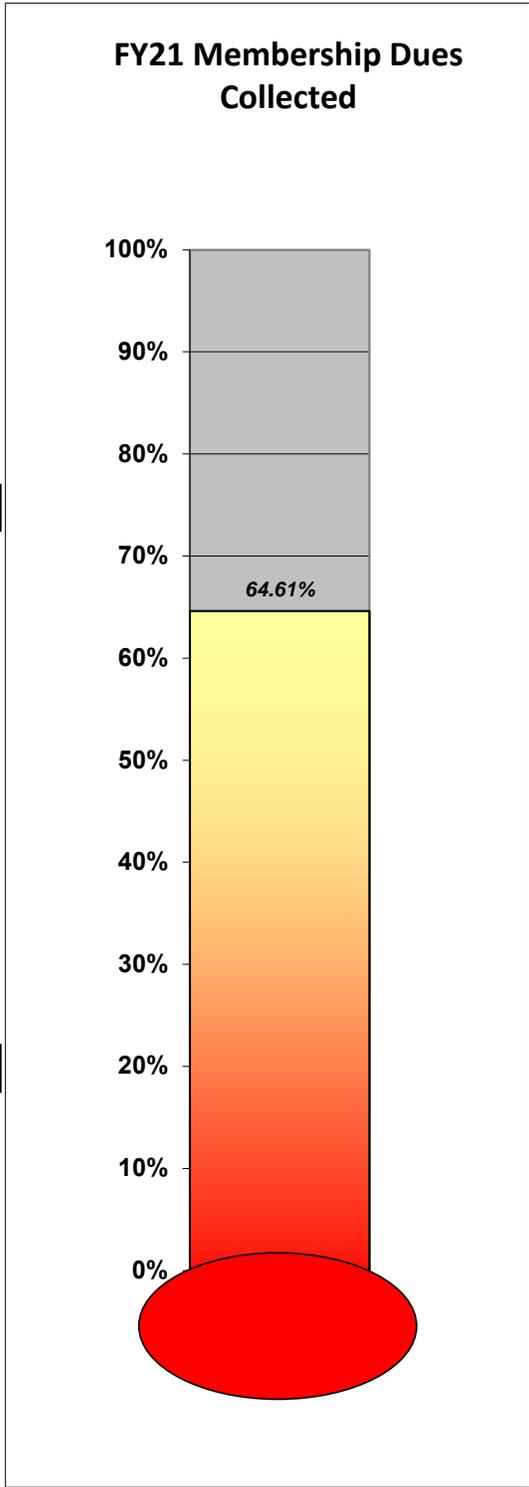
SEPTEMBER 2020

OVERVIEW

As of Oct. 15, 2020, 122 cities and 4 counties had paid their FY21 dues. This represents 64.61% of the dues assessment. 66 cities and 2 counties had yet to pay their dues. Three cities are being recruited for membership.

SUMMARY

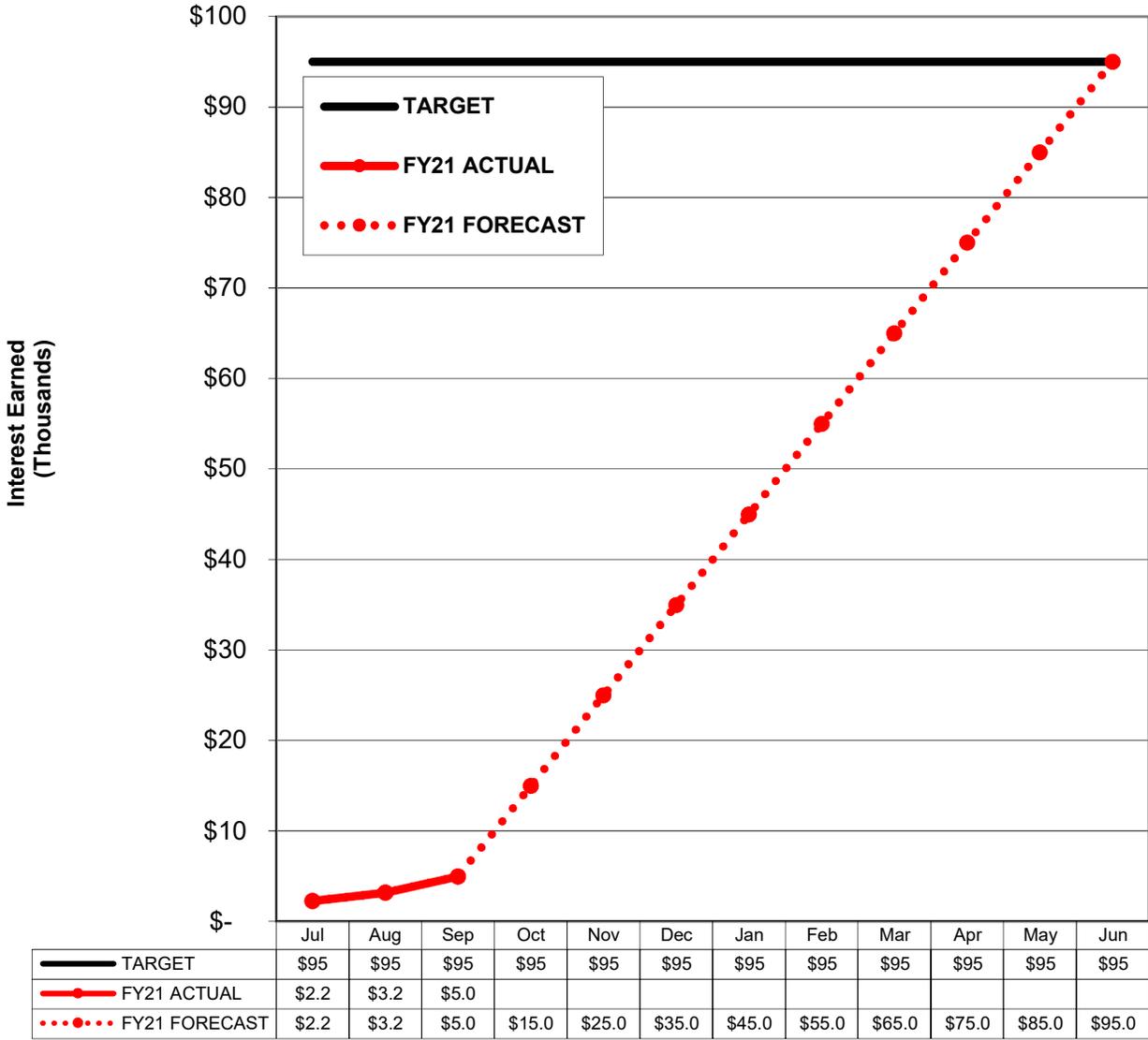
FY21 Membership Dues	<u>\$ 2,172,297</u>
Total Collected	<u>\$ 1,403,552</u>
Percentage Collected	<u>64.61%</u>





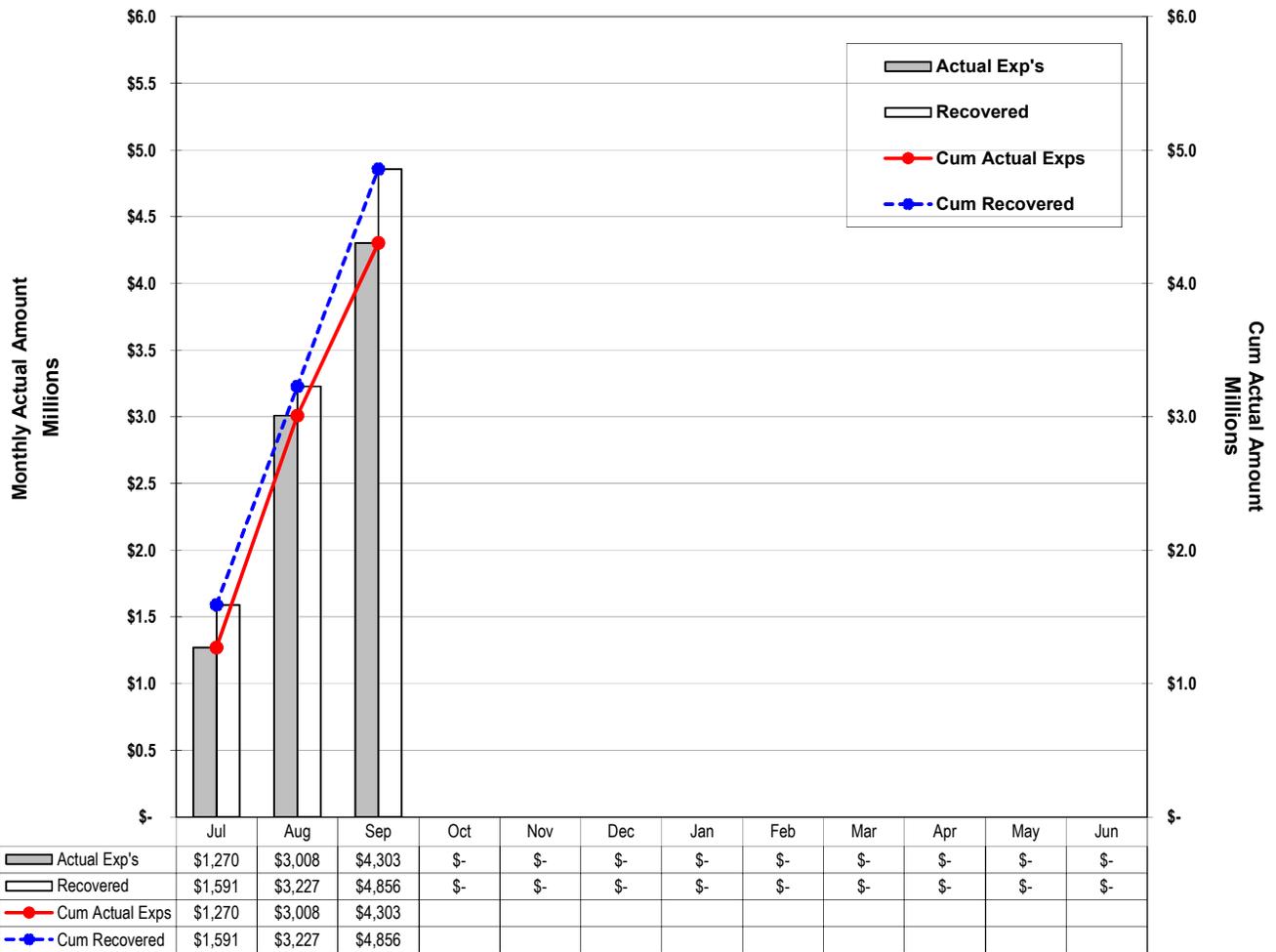
Office of the CFO
Interest Earnings Variance

INTEREST EARNINGS VARIANCE



Attachment: CFO Charts 110520 (CFO Monthly Report)

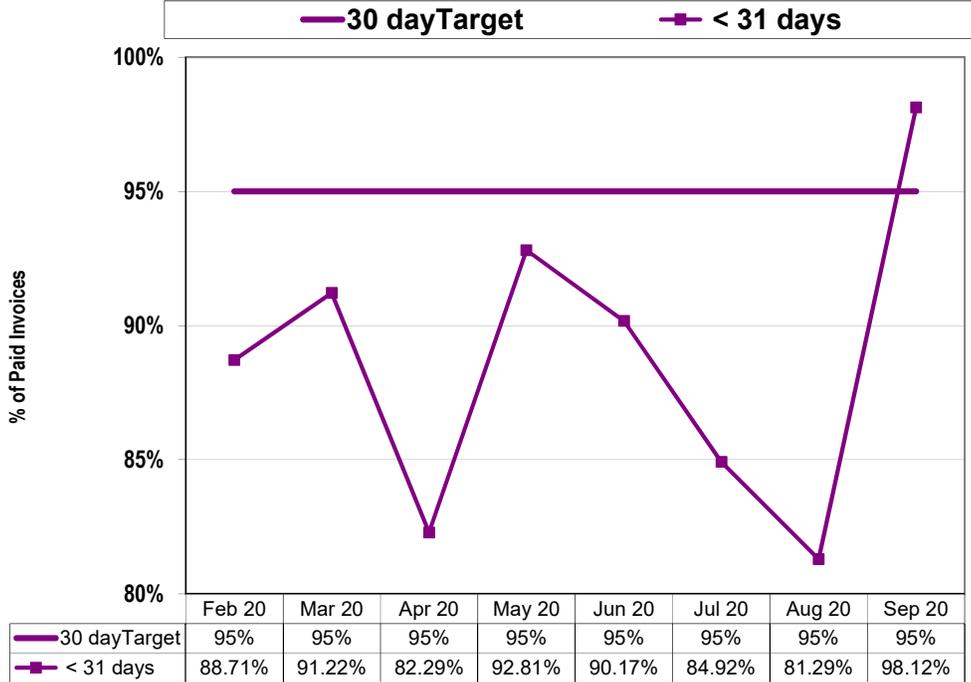
FY21 INDIRECT COST & RECOVERY



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 met.

SUMMARY

98.12% of September 2020's payments were made within 30 days of invoice receipt.

At month-end, 58 invoices remained unpaid less than 30 days.

OVERVIEW

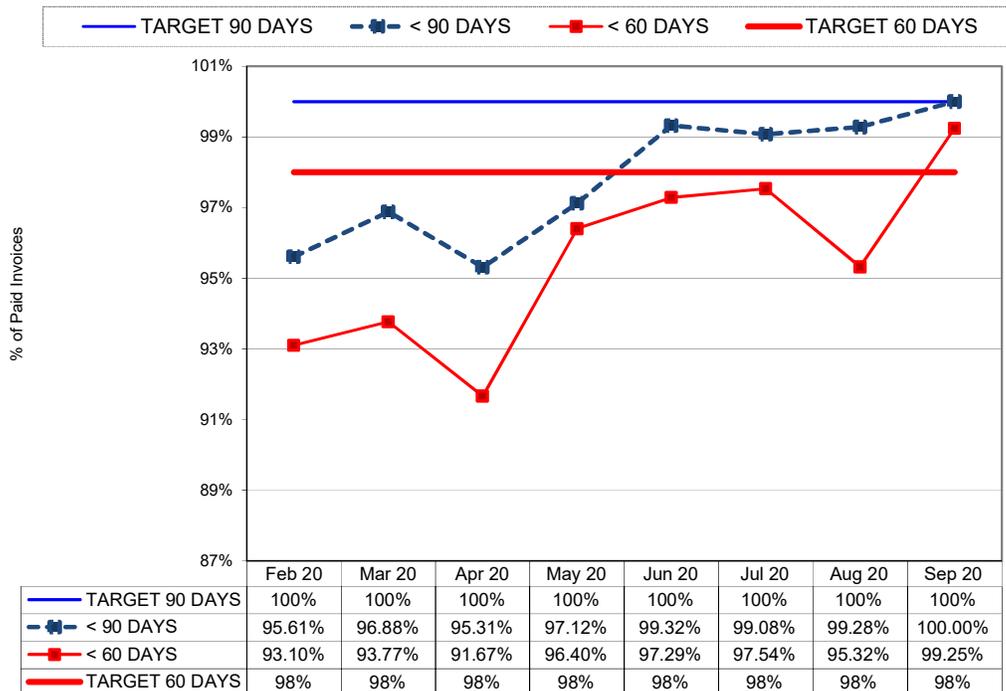
The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

SUMMARY

These goals were met during this period.

99.25% of September 2020's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 21; 60-90 days: 1; >90 days: 0.

INVOICE AGING





Office of the CFO
Consolidated Balance Sheet

	8/31/2020	9/30/2020	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 1,214,969	\$ 3,448,513		
LA County Investment Pool	\$ 2,130,688	\$ 3,022,118		
Cash & Investments	\$ 3,345,657	\$ 6,470,631	\$ 3,124,974	Revenues of \$8.80M and Expenses of \$5.68M both on cash basis.
Accounts Receivable	\$ 13,409,486	\$ 23,716,573	\$ 10,307,086	Billings of \$12M to REAP AB101, \$1.2M to FHWA PL, & \$832K to OTS, offset by payments of \$1.53M from FTA 5303, \$1.21M from SB1, \$501K from FHWA PP, \$428K from FTA 5304, and \$72K from TDA.
Other Current Assets	\$ 4,663,142	\$ 4,030,000	\$ (633,142)	Net amortization of \$298K in prepaid expenses less IC fund over-recovery of \$334K.
Fixed Assets - Net Book Value	\$ 5,957,615	\$ 5,957,615	\$ -	No change.
Total Assets	\$ 27,375,900	\$ 40,174,819	\$ 12,798,919	
	\$ (238,959)			
	\$ (23,416)			
Accounts Payable	\$ (262,375)	\$ (676,103)	\$ (413,728)	FY21 invoices awaiting funding amendments
Employee-related Liabilities	\$ (769,304)	\$ (880,262)	\$ (110,958)	August had 11 unpaid working days while September had 13.
Deferred Revenue	\$ (573,382)	\$ (12,466,369)	\$ (11,892,987)	REAP deferred revenues of \$11.9M offset by \$58k in earned membership dues.
Total Liabilities and Deferred Revenue	\$ (1,605,062)	\$ (14,022,735)	\$ (12,417,673)	
Fund Balance	\$ 25,770,838	\$ 26,152,085	\$ 381,246	
WORKING CAPITAL				
	8/31/2020	9/30/2020	Incr (decr) to working capital	
Cash	\$ 3,345,657	\$ 6,470,631	\$ 3,124,974	
Accounts Receivable	\$ 13,409,486	\$ 23,716,573	\$ 10,307,086	
Accounts Payable	\$ (262,375)	\$ (676,103)	\$ (413,728)	
Employee-related Liabilities	\$ (769,304)	\$ (880,262)	\$ (110,958)	
Working Capital	\$ 15,723,464	\$ 28,630,839	\$ 12,907,375	

Attachment: CFO Charts 110520 (CFO Monthly Report)



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

COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	237,765	237,765	17,402	-	220,363	7.3%
2	51001 Allocated Indirect Costs	311,548	311,548	22,793	-	288,755	7.3%
3	54300 SCAG Consultants	327,000	327,000	480	79,088	247,432	0.1%
4	54340 Legal costs	100,000	100,000	-	680	99,320	0.0%
5	55210 Software	76,400	76,400	-	-	76,400	0.0%
6	55441 Payroll, bank fees	15,000	15,000	1,082	13,918	(0)	7.2%
7	55600 SCAG Memberships	116,000	116,000	23,250	10,000	82,750	20.0%
8	55610 Professional Membership	11,500	11,500	1,042	957	9,502	9.1%
9	55620 Res mat/sub	2,000	2,000	-	-	2,000	0.0%
10	55860 Scholarships	36,000	36,000	-	36,000	0	0.0%
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	-	9,304	602,196	0.0%
14	55915 Demographic Workshop	28,000	28,000	-	-	28,000	0.0%
15	55916 Economic Summit	85,000	85,000	-	-	85,000	0.0%
16	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
17	55920 Other Meeting Expense	86,500	86,500	146	19,854	66,500	0.2%
18	55xxx Miscellaneous other	67,260	67,260	4,277	253	62,730	6.4%
19	55940 Stipend - RC Meetings	195,000	195,000	46,130	-	148,870	23.7%
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	5,574	1,875	142,551	3.7%
26	Total General Fund	2,683,973	2,683,973	122,175	171,929	2,389,870	4.6%
27				-			
28	Staff & Allocated Fringe Benefits	16,803,872	16,803,872	3,690,032	-	13,113,840	22.0%
29	51001 Allocated Indirect Costs	22,010,306	22,010,306	4,833,205	-	17,177,101	22.0%
30	54300 SCAG Consultants	30,910,906	32,055,952	1,031,704	7,684,530	23,339,718	3.2%
31	54302 Non-Profits/IHL	705,601	705,601	-	100,000	605,601	0.0%
32	54303 Consultants TC - FTA 5303	6,919,788	6,919,788	15,017	250,000	6,654,771	0.2%
33	54340 Legal Services - FTA 5303	50,000	50,000	-	-	50,000	0.0%
34	54360 Pass-through Payments	3,031,153	3,031,153	-	3,031,153	0	0.0%
35	55210 Software Support	250,000	250,000	142,161	-	107,839	56.9%
36	55250 Cloud Services	2,122,030	2,122,030	25,243	214,966	1,881,821	1.2%
37	5528x Third Party Contributions	5,569,260	5,579,950	895,753	-	4,684,197	16.1%
38	55310 F&F Principal	251,852	251,852	61,822	189,360	670	24.5%
39	55315 F&F Interest	19,237	19,237	5,612	13,625	0	29.2%
40	55320 AV Principal	141,160	141,160	34,575	106,585	0	24.5%
41	55325 AV Interest	4,567	4,567	1,317	3,250	0	28.8%
42	55415 Off Site Storage	-	276	276	-	(0)	100.2%
43	55520 Hardware Supp	5,000	5,000	-	-	5,000	0.0%
44	55580 Outreach/Advertisement	50,000	50,000	7,406	-	42,594	14.8%
45	55620 Resource Materials - subscrib	610,000	610,000	11,087	88,901	510,011	1.8%
46	55730 Capital Outlay	100,000	100,000	10,234	43,744	46,022	10.2%
47	55810 Public Notices	95,000	95,000	4,017	-	90,983	4.2%
48	55830 Conf. Registration	4,000	4,000	-	2,742	1,258	0.0%
49	55920 Other Meeting Expense	23,250	23,250	-	-	23,250	0.0%
50	55930 Miscellaneous	1,925,394	222,475	50	13,354	209,071	0.0%
51	55931 Misc Labor - TDA		135,239	-	-	135,239	0.0%
52	55932 Misc Labor, Future - TDA		1,617,194	-	-	1,617,194	0.0%
53	56100 Printing	17,000	17,000	-	-	17,000	0.0%
54	58xxx Travel	245,466	245,466	-	-	245,466	0.0%
55	59090 Exp - Local Other	877,163	877,163	-	-	877,163	0.0%
56	Total OWP & TDA Capital	92,742,005	93,947,531	10,769,657	11,742,210	71,435,664	11.5%
57				-			
58	Comprehensive Budget	95,425,978	96,631,504	10,891,832	11,914,139	73,825,534	11.3%

Attachment: CFO Charts 110520 (CFO Monthly Report)



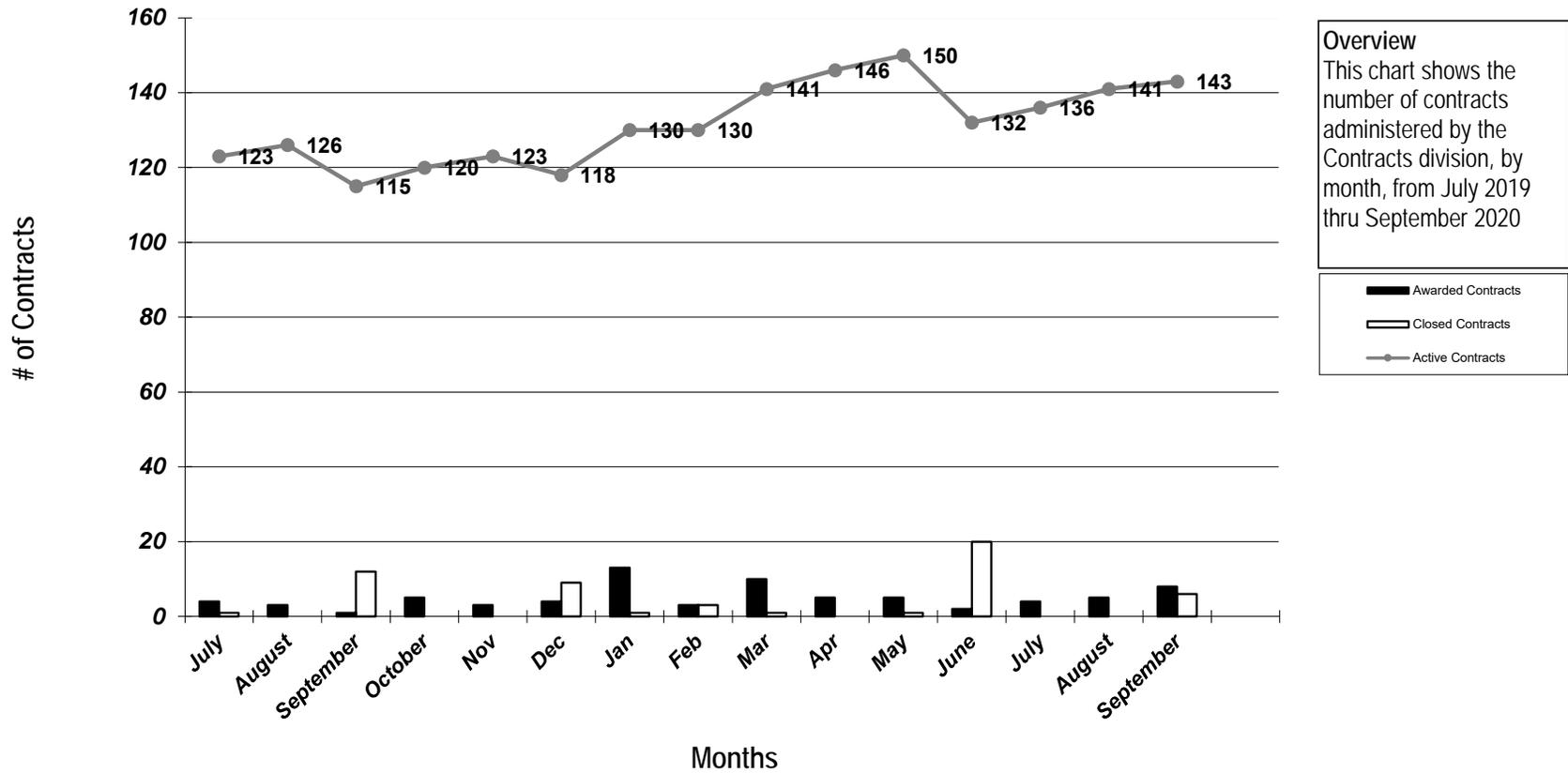
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through September 30, 2020

INDIRECT COST EXPENDITURES

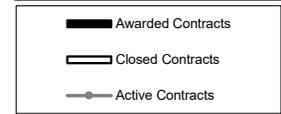
		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	6,854,986	6,854,986	1,719,425		5,135,561	25.1%
2	50013	1,000	1,000	157		843	15.7%
3	50014	78,000	78,000	27,540		50,460	35.3%
4	50030	80,000	80,000	-		80,000	0.0%
5	51xxx	5,486,258	5,486,258	1,176,080	-	4,310,178	21.4%
6	54300	768,300	768,300	39,263	93,598	635,439	5.1%
7	54301	1,318,000	1,279,422	70,270	4,646	1,204,506	5.5%
8	54340	40,000	40,000	2,500	1,773	35,727	6.3%
9	55210	1,279,900	1,279,900	135,304	116,303	1,028,293	10.6%
10	55220	2,715,000	2,715,000	89,046	234,975	2,390,979	3.3%
12	55240	26,500	26,500	1,078	25,422	0	4.1%
14	55315	8,078	8,078	2,357	-	5,721	29.2%
15	55325	14,111	14,111	4,068	-	10,043	28.8%
16	55400	2,192,805	2,192,805	757,575	1,435,231	(0)	34.5%
17	55410	260,000	260,000	38,066	132,134	89,800	14.6%
18	55415	5,000	5,000	742	4,259	(0)	14.8%
19	55420	100,000	100,000	5,563	65,945	28,492	5.6%
20	55430	1,000	1,000	-	-	1,000	0.0%
21	55435	100,000	100,000	-	-	100,000	0.0%
22	55440	285,931	324,473	104,024	-	220,449	32.1%
23	55441	15,000	15,000	2,398	12,602	0	16.0%
24	55445	5,000	5,000	491	-	4,509	9.8%
25	55460	64,000	64,000	1,117	-	62,883	1.7%
26	55510	73,800	73,800	4,888	68,682	230	6.6%
27	55520	4,000	4,036	-	-	4,036	0.0%
28	55530	195,000	195,000	27,469	24,332	143,199	14.1%
29	55540	10,000	10,000	-	10,000	0	0.0%
30	55550	5,000	5,000	3,794	1,206	0	75.9%
31	55600	92,200	92,200	26,301	25,000	40,899	28.5%
32	55610	1,500	1,500	-	-	1,500	0.0%
33	55611	1,350	1,350	-	-	1,350	0.0%
34	55620	60,300	60,300	14,441	1	45,858	23.9%
35	55700	185,000	185,000	-	-	185,000	0.0%
36	55720	75,000	75,000	-	-	75,000	0.0%
37	55800	25,000	25,000	5,925	19,074	0	23.7%
38	55801	45,000	45,000	6,703	27,237	11,060	14.9%
39	55810	2,500	2,500	-	-	2,500	0.0%
40	55820	30,000	30,000	-	-	30,000	0.0%
41	55830	20,000	20,000	22	-	19,978	0.1%
42	55840	65,000	65,000	7,975	-	57,025	12.3%
43	55920	2,500	2,500	-	-	2,500	0.0%
44	55950	106,000	106,000	28,489	17,753	59,758	26.9%
45	55xxx	26,500	26,500	-	-	26,500	0.0%
46	56100	23,000	23,000	-	2,000	21,000	0.0%
47	58100	83,300	83,300	-	-	83,300	0.0%
48	58101	20,000	20,000	382	-	19,618	1.9%
49	58110	23,500	23,500	-	-	23,500	0.0%
50	58120	3,000	3,000	-	-	3,000	0.0%
51	Total Indirect Cost	22,877,319	22,877,319	4,303,450	2,322,174	16,251,695	18.8%

Attachment: CFO Charts 110520 (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 September 2020



Summary

As illustrated on the chart, the Contracts Department is currently managing a total of 143 contracts. Fifty-three (53) are Cost Plus Fee contracts; forty-nine (49) are Lump Sum (formerly Fixed Price) contracts, and the remaining forty (41) 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 October 1, 2020



GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive Office	15	12	3
Legal Services	2	1	1
Finance	23	21	2
Information Technology	25	20	5
Policy & Public Affairs	20	17	3
Planning & Programs	71	67	4
Total	156	138	18

OTHER POSITIONS

GROUPS	Limited Term Positions	Interns or Volunteers	Temp Positions	Agency Temps
Executive Office	0	1	0	1
Finance	0	0	1	3
Policy & Public Affairs	1	0	0	0
Information Technology	1	0	0	0
Planning & Programs	5	3	2	0
Total	7	4	3	4

Attachment: CFO Charts 110520 (CFO Monthly Report)