



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

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## HYBRID (IN-PERSON & REMOTE PARTICIPATION) \*

# EXECUTIVE/ ADMINISTRATION COMMITTEE

***In-Person & Remote Participation\****  
***Wednesday, February 2, 2022***  
***3:00 p.m. – 4:00 p.m.***

***\*Public Participation: The SCAG offices are currently closed to members of the public. Please see next page for detailed instructions on how to participate in the meeting.***

***To Attend and Participate on Your Computer:***  
**<https://scag.zoom.us/j/889726747>**

***To Attend and Participate by Phone:***  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 889 726 747**

### **PUBLIC ADVISORY**

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be conducted in a hybrid manner (both in-person and remotely by telephonic and video conference); however, SCAG's offices are currently closed to the general public and public participation will occur as described in the instructions below.

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by **5pm on Tuesday, February 1, 2022**. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Tuesday, February 1, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

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



## Instructions for Participating in the Meeting

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

### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/889726747>.
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 (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called (see note above regarding items on the Consent Calendar), 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. Each speaker is limited to oral comments totaling 3 minutes for all matters, 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: 889 726 747**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called (see note above regarding items on the Consent Calendar), 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. Each speaker is limited to oral comments totaling 3 minutes for all matters, or as otherwise directed by the presiding officer.



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**EAC - Executive/Administration Committee**  
**Members – February 2022**

- 1. Hon. Clint Lorimore**  
Chair, Eastvale, RC District 4
- 2. Hon. Jan C. Harnik**  
1st Vice Chair, RCTC Representative
- 3. Sup. Carmen Ramirez**  
2nd Vice Chair, Ventura County
- 4. Hon. Rex Richardson**  
Imm. Past President, Long Beach, RC District 29
- 5. Hon. Jorge Marquez**  
CEHD Chair, Covina, RC District 33
- 6. Hon. Frank A. Yokoyama**  
CEHD Vice Chair, Cerritos, RC District 23
- 7. Hon. David Pollock**  
EEC Chair, Moorpark, RC District 46
- 8. Hon. Deborah Robertson**  
EEC Vice Chair, Rialto, RC District 8
- 9. Hon. Sean Ashton**  
TC Chair, Downey, RC District 25
- 10. Hon. Art Brown**  
TC Vice Chair, Buena Park, RC District 21
- 11. Hon. Alan Wapner**  
LCMC Chair, SBCTA Representative
- 12. Hon. Peggy Huang**  
LCMC Vice Chair, TCA Representative
- 13. Hon. Kathryn Barger**  
Pres. Appt., Los Angeles County
- 14. Hon. Larry McCallon**  
Pres. Appt., Highland, RC District 7
- 15. Hon. Cheryl Viegas-Walker**  
Pres. Appt., El Centro, RC District 1

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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*



**16. Sup. Donald Wagner**

Pres. Appt., Orange County

**17. Hon. Andrew Masiel**

Tribal Govt Regl Planning Board Representative

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## EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
**Wednesday, February 2, 2022**  
**3:00 PM**

The Executive/Administration Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

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

*(The Honorable Clint Lorimore, Chair)*

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

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Tuesday, February 1, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Executive Administration Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Tuesday, February 1, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Executive/Administration Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

#### **ACTION ITEM**

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



**RECOMMENDED ACTION:**

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

2. REAP 2.0 Application for Advance Funding  
*(Sarah Jepson, Director of Planning)*

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve:

1. Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

**CONSENT CALENDAR**

Approval Items

3. Minutes of the Regular Meeting – January 5, 2022
4. Proposed Amendments to Regional Council Policy Manual Relating to Lodging Reimbursements
5. Resolution No. 22-640-2 Authorizing Acceptance of One-Time Funds from the Los Angeles Cleantech Incubator (LACI) on behalf of the U.S. Department of Energy (DOE) Vehicle Technologies Office to Support Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles
6. Resolution No. 22-640-3 Authorizing Acceptance of One-Time Funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the Amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot



## EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

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7. Contract Amendment Greater Than 30% of the Contract's Original Value: Contract No. 22-018-C01, Legal Services
8. Legislative Platform Mid-Cycle Update
9. SCAG Memberships and Sponsorships

### Receive and File

10. Connect SoCal 2024 Preliminary Regional and County Growth Projections
11. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
12. CFO Monthly Report

### **INFORMATION ITEM**

13. Update on 2022 RC/EAC/Committee Meeting Options

### **CFO REPORT**

*(Cindy Giraldo, Chief Financial Officer)*

### **PRESIDENT'S REPORT**

*(The Honorable Clint Lorimore, Chair)*

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

*(Kome Ajise, Executive Director)*

### **FUTURE AGENDA ITEMS**

### **ANNOUNCEMENTS**

### **ADJOURNMENT**





AGENDA ITEM 1  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

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

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

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

**RECOMMENDED ACTION FOR RC:**

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

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis. Urgency legislation was enacted in October amending the Brown Act to add Government Code section 54953(e) (hereafter, "Section 54953(e)"). Section 54953(e) allows legislative bodies to conduct remote/teleconferenced meetings without posting the location of teleconferenced meeting sites or making such sites available to the public (as is required by Section 54953(b)(3)), provided that certain conditions facilitating "real time" public participation and other requirements are satisfied. SCAG's Regional Council Policy Manual permits the holding of remote and teleconferenced meetings in the manner permitted by Section 54953(e). Teleconference meetings include meetings that are held in a "hybrid" manner (that is, with both remote and "in-person" participation, and where the public is not permitted to attend in-person).*

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

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

**BACKGROUND:**

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

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

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

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

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

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

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have been meeting pursuant to provisions in Government Code section 54953(e)(1)(A)

because a declared state of emergency exists and County of Los Angeles Public Health Department currently imposes or recommends a variety of social distancing measures (including the recommendation to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where, as is the case here, the vaccination status of persons outside your household is unknown). The continued importance of social distancing measures is exemplified by recent gubernatorial orders related to state-wide masking indoors and LA County Health Department orders requiring use of more protective masks (i.e., not just cloth masks) by employees indoors.

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

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

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

#### **FINDINGS:**

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

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

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

2. The EAC and RC find that state and local officials continue to impose or recommend measures to promote social distancing. The Department of Industrial Relations' issuance of COVID-19 Prevention regulations through Title 8 of the California Code of Regulations, section 3205 *et seq.*, includes informing employees that masking and social distancing in the workplace are most effective when used in combination because particles containing the virus can travel more than six feet. Further the Los Angeles County Department of Public Health continues to recommend measures to promote social distancing, including recommendations to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where the vaccination status of persons outside a person's household is unknown. Because colder weather tends to increase congregating indoors, it is prudent for SCAG to do its part to provide flexibility to meet remotely where possible. The continued importance of social distancing measures is exemplified by recent gubernatorial orders related to state-wide masking indoors and LA County Health Department orders requiring use of more protective masks (i.e., not just cloth masks) by employees indoors. Finally, SCAG's primary offices and its regional offices remain closed to the public in relation to the COVID-19 emergency declaration.

**CONCLUSION:**

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

**FISCAL IMPACT:**

None.



AGENDA ITEM 2  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Megan Dearing, Pincipal Management Analyst  
(213) 630-1522, dearing@scag.ca.gov

Subject: REAP 2.0 Application for Advance Funding

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve:

1. Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

**RECOMMENDED ACTION FOR JPC:**

Receive and File

**RECOMMENDED ACTION FOR RC:**

1. Approve Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*The Regional Early Action Planning Grant Program for 2021 (REAP 2021) was established as a part of Assembly Bill 140 (AB 140) for the FY 21-22 budget to support transformative and innovative projects that implement a region's Sustainable Communities Strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. REAP 2021 will provide grants to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region's formula share is \$246,024,084. To support outreach, program development and development of a full program application, the State has made advance funds of up to ten percent (10%) of the total allocation (amounting to \$24,602,408) available starting in January 2022. Staff is seeking approval to apply for up to the full 10% in REAP 2021 advance funding, by requesting adoption of a Resolution authorizing the application for and acceptance of the advance funding, and authorization for SCAG to use available fund balances to commence REAP 2021 allowable pre-award activities, including hiring required program limited-term staff prior to the formal budget amendment to support REAP 2021 program development.*

**BACKGROUND:****REAP 2021**

REAP 2021 was established through AB 140 (July 2021) as part of the mid-year budget revise for the state's FY 21-22 budget. Approximately \$600 million is available statewide to support transformative and innovative projects that implement a region's sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. Approximately \$500 million of these funds are from Federal American Recovery Act funding and the balance is state General Fund resources. These new funds will be provided as grants to regional entities, primarily metropolitan planning organizations (MPOs) such as SCAG. The SCAG region's formula share is \$246,024,084, of which an initial allocation of 10 percent (10%) of funds are available now, pending approval of SCAG's early application. All REAP 2021 funds are to be obligated by June of 2024 and expended by June 2026, with a final closeout report due June 2026.

The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation.

At the time of this drafting, the REAP program development process is as follows:

- November 22, 2021 – HCD released the REAP 2021 Framework Paper, to solicit stakeholder feedback on their approach to program guidelines. SCAG staff provided comprehensive feedback by the due date of December 8, 2021
- January 3, 2022 – HCD released the Advance Application which allows eligible entities to seek up to 10 percent (10%) of their REAP 2021 allocations, in support of regional engagement in the development of the full application and of an education and outreach

strategy, along with other activities determined consistent with program goals and objectives in consultation with the state collaborative partners (CARB, HCD, OPR and SGC).

- Spring 2022 – HCD has stated that draft program guidelines will be released by February 2022 with full program guidelines published in Spring 2022. While applications for the remaining 90 percent (90%) of REAP 2021 funds can be submitted on a rolling basis through December 2022, the State expects robust engagement efforts to drive the proposed programming, thus it is anticipated that a full application will be submitted later in the application window.

Given the need for robust engagement and the large amount of funding that SCAG will receive, staff are seeking authority to submit an advance application that includes both outreach and program development as well as implementation of a suite of early program activities that are ongoing and part of SCAG’s Connect SoCal Implementation Strategy. Staff is waiting for guidance from the state as to whether SCAG’s early program work can be funded by the initial ten percent (10%) funding. To that end, staff is seeking authority to apply for the most robust work program and maximum funding available at this time but may need to remove some proposed programs and funding if the state determines some activities ineligible for Advance funding. Applying for less than the 10% Advance Funding will not affect the total funding available to SCAG.

The proposed programming of the ten percent (10%) funds is designed to allow for staff to move swiftly into stakeholder engagement, building on the draft REAP Program Framework shared with the SCAG Policy Committees in October 2021.

#### ***Draft REAP 2021 Program Framework***

SCAG staff presented the Draft REAP 2021 Program Development Framework to all three SCAG Policy Committees in October 2021. The Draft Framework was developed based on the language in the Trailer Bill that established REAP 2021 and includes a set of core objectives that are aligned with the REAP 2021 priorities, the Connect SoCal Implementation Strategy and the EAC Strategic Work Plan. The core objectives are:

- Support transformative planning and implementation activities that realize Connect SoCal objectives
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals
- Represent best practices in vehicle miles traveled reduction
- Establish that projects are shovel ready and shovel worthy
- Demonstrate consistency with Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas



To meet these core objectives, the Draft REAP 2021 Program Framework proposes three (3) main programmatic areas: Connect SoCal Implementation Strategy Program Expansion, Housing Supportive Infrastructure Program, and County Transportation Commission Partnership Program.

### ***Early Application***

With board authorization, staff will pursue funding through the advance application to further refine the Draft REAP 2021 Program Framework and activities supported within each programmatic area. In addition, staff anticipates requesting some early implementation funds to expand successful programs that SCAG currently supports as part of the Connect SoCal Implementation Strategy. Based on this engagement and program development work—and with clearer guidance from the state on program guidelines (anticipated in February 2022), staff would return to the board by the end of the calendar year to approve the REAP 2021 Program Framework and for authorization to submit the full application to implement it. The major activities and work products to be funded in SCAG’s advance application include:

#### ***1. Outreach and Engagement***

With the advance funding, staff will develop an outreach plan, conduct outreach in the first two quarters of 2022, and refine the REAP 2021 Program Development Framework based on feedback from stakeholders and SCAG’s Policy Committees. Outreach activities may include, but are not limited to, open convenings, listening sessions, focus groups, webinars, public opinion surveys and engagement with SCAG Policy Committees. The requested resources will cover staff time, administrative costs and consultant efforts to complete this work. In addition, resources will be requested to enable partner agencies to more fully support outreach efforts. This could include funding for staff time or fellowship program support for County Transportation Commission (CTC) and Subregional Council of Government (COG) partners to support outreach activities, if approved by the State.

#### ***2. Early Studies/Partnerships in Support of Program Development***

Staff is exploring and anticipates pursuing resources for early studies/program development outreach activities to shape the Housing Supportive Infrastructure Program and the County Transportation Commission Partnership Program and support later stage REAP 2021 work. This would include requesting resources for planning and program development studies as well as the acquisition of big data services to support program design and evaluation. The planning and program development studies would align with policy priorities identified in Connect SoCal and the core objectives in the Draft REAP 2021 Program Development Framework, and could include, for example: a set of studies with policy and programmatic recommendations for preservation of affordable units,, program design work to facilitate execution of SCAG’s Mobility Wallet Pilot Programs, an initial process framework for implementing SCAG’s Transportation Demand Management (TDM) Strategic Plan, program design and analysis to support 743 Implementation,

VMT-Reduction Project Acceleration Analysis, and the initial acquisition of big data services to support REAP 2021 program performance measurement efforts and related assessments.

### 3. Expansion of Existing Programs in Connect SoCal Implementation Strategy

With advance funding, SCAG will also request approval to expand Connect SoCal implementation strategies that were developed through an extensive local engagement process to align land-use and transportation policies and investments, and are coordinated with air quality, housing and other planning efforts to achieve multiple goals and meet state requirements. These strategies address the REAP 2021 goals of housing production and preservation, affirmatively furthering fair housing (AFFH), promoting infill development, and fostering accessibility and mobility while reducing VMT. The activities proposed for Advance Funding include:

- a. **Sustainable Communities Program Call 4: Call for Equity, Civic Engagement and Environmental Justice** – SCAG will seek to leverage this SCP Call to fund transformative Planning Activities in the region that further housing, equity, and VMT reduction Goals and to continue our work to engage more deeply at the grassroots level on implementation of the SCS. This program is an early action in the RC adopted Racial Equity Early Action Plan.
- b. **General Plan Update Technical Support, SCS & REAP Performance Monitoring through Regional Data Platform (RDP)** - Advance funding through REAP 2021 will allow SCAG to expand RDP outreach and trainings in partnership with Councils of Governments and other organizations to increase the uptake and use of RDP across the region, while also developing new modules and functionalities focused on performance monitoring and enhanced community engagement in local planning. SCAG will develop a regional SCS performance planning and monitoring application to track local progress on regional goals. This **Regional Performance Monitoring Dashboard** will provide immediate benefit by facilitating the strategic investment and monitoring of REAP funds.
- c. **Go Human: Active Transportation & Safety Planning & Community Engagement expansion** - A proposed expansion of Go Human aims to leverage the program’s current strengths of supporting equity, tactical on-the-ground projects, inclusive & participatory engagement, community-based partnerships, and creative strategies to support broader local planning and community engagement strategies. The expansion of Go Human will develop a suite of resources for local planning partners to access, with the main goal of supporting local jurisdictions and partners to build the capacity for more meaningful and inclusive engagement.
- d. **Community Fellows Program** - SCAG will develop a multi-year program focused on building local planning and outreach capacity in low-resourced jurisdictions by placing “planning fellows” with partner agencies to support the development of plans and programs at the intersection of quality affordable housing, access to high-opportunity communities and public health. Staff would explore the best way to deploy these fellows including through providing grant funds to non-profit organization, like Partners for Better Health and the



Local Government Commission, that currently operate successful planning fellowship programs.

A resolution authorizing the application for initial funding by the Regional Council is required prior to submitting an application. Pending recommendation from the EAC and approval from the Regional Council, SCAG staff will submit an application for the full 10 percent (10%) in advance of REAP 2021 funding in order to accelerate the program development and early initiatives described above. A draft resolution for advance funding is attached to this staff report.

**Authorization to Hire REAP 2021-funded staff**

Staff have developed an initial staffing plan for REAP 2021 based on the work activities above, which includes new, limited-term staff which will be key in implementing the REAP 2021 program. The initial staff proposed are:

Department Manager
Senior Regional Planner (x2)
Retired Annuitant (x2)
Program Manager II
Management Analyst
Associate Regional Planner (x3)
Community Engagement Specialist

Staff's desires to hire and extend offers of employment to those selected through the hiring process for the above positions upon receipt of an award letter from the State for the advance funding requested. In this regard, as included in the recommended action, SCAG will use available fund balances to commence the REAP 2021 allowable pre-award activities, hiring required program limited-term staff, in advance of a formal budget amendment. The positions listed above may be subject to change as the program develops.

**NEXT STEPS**

If approved by the Regional Council, staff will submit the advance application and work on the comprehensive outreach and engagement strategies, as well as preparation for those early program activities deemed eligible for the advance funding. Staff will report back to the appropriate Policy Committees, EAC and the Regional Council with the outreach plan and final outcome of the early application process, along with a proposed regular reporting schedule once the full REAP 2021 program guidelines are available.

**FISCAL IMPACT:**

If approved by the Regional Council, SCAG will use available fund balances to commence REAP 2021 allocable pre-award activities and the funding for advance application activities will be included and



reconciled in a future amendment of the FY 2021-22 Overall Work Program (OWP) upon receipt of an award letter from the State for the advance funding.

**ATTACHMENT(S):**

1. Resolution No. 22-640-1 REAP 2.0 10 Percent Advance Required
2. PowerPoint Presentation - REAP 2021 Early Application 2spp



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

**RESOLUTION NO. 22-640-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG)  
APPROVING REGIONAL EARLY ACTION PLANNING GRANTS  
OF 2021 (REAP 2.0) RESOLUTION FOR ADVANCE ALLOCATION REQUEST**

A NECESSARY QUORUM AND MAJORITY OF THE REGIONAL COUNCIL OF SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (“APPLICANT”) HEREBY CONSENTS TO, ADOPTS AND RATIFIES THE FOLLOWING RESOLUTION:

**WHEREAS**, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

**WHEREAS**, the State of California (the “State”), Department of Housing and Community Development (“Department”) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10.

**WHEREAS**, the Department issued a Notice and Request for Advance Allocation on January 3, 2022 for REAP 2.0 grants available to Metropolitan Planning Organizations and Councils of Government;

**WHEREAS**, Applicant is a Metropolitan Planning Organization or Council of Government eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code Section 50515.08(c)(3) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1) including, but not limited to, regional engagement in the development of the full application and of an education and outreach strategy; and

**WHEREAS**, the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and REAP 2.0 Grant Recipients.

**NOW, THEREFORE, BE IT RESOLVED**, SCAG is hereby authorized and directed to request an advance allocation not to exceed \$24,602,408 (up to 10% of the amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)).

**REGIONAL COUNCIL OFFICERS**

President  
**Clint Lorimore, Eastvale**

First Vice President  
**Jan C. Harnik, Riverside County  
Transportation Commission**

Second Vice President  
**Carmen Ramirez, County of Ventura**

Immediate Past President  
**Rex Richardson, Long Beach**

**COMMITTEE CHAIRS**

Executive/Administration  
**Clint Lorimore, Eastvale**

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

Energy & Environment  
**David Pollock, Moorpark**

Transportation  
**Sean Ashton, Downey**

Attachment: Resolution No. 22-640-1 REAP 2.0 10 Percent Advance Required (REAP 2.0 Application for Advance Funding)

**BE IT FURTHER RESOLVED THAT** the Executive Director or his designee is authorized to execute the Advance Allocation Request, on behalf of SCAG as required by the Department for receipt of REAP 2.0 funds.

**BE IT FURTHER RESOLVED THAT** when SCAG receives an advance allocation of REAP 2.0 funds in the authorized amount of \$24,602,408 from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant and the Department.

**BE IT FURTHER RESOLVED THAT** the Executive Director or his designee is authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$24,602,408, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Advance Allocation, SCAG's obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 3<sup>rd</sup> day of February, 2022.

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Clint Lorimore  
President, SCAG  
Mayor, Eastvale

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel

# Regional Early Action Program REAP 2021

## REAP 2021 Application for Advance Funding

Sarah Jepson, Director of Planning

February 3, 2022

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



## Regional Early Action Planning Grant 2021 (REAP 2021)

AB140 – FY21–22 state budget (May revise)

- ~ **\$600 million** statewide
- ~ **\$500 million** from Federal American Recovery

Objectives

- Implement regional **Sustainable Communities Strategy (SCS)**
- More **housing and transportation** options / reduce reliance on cars

SCAG Region

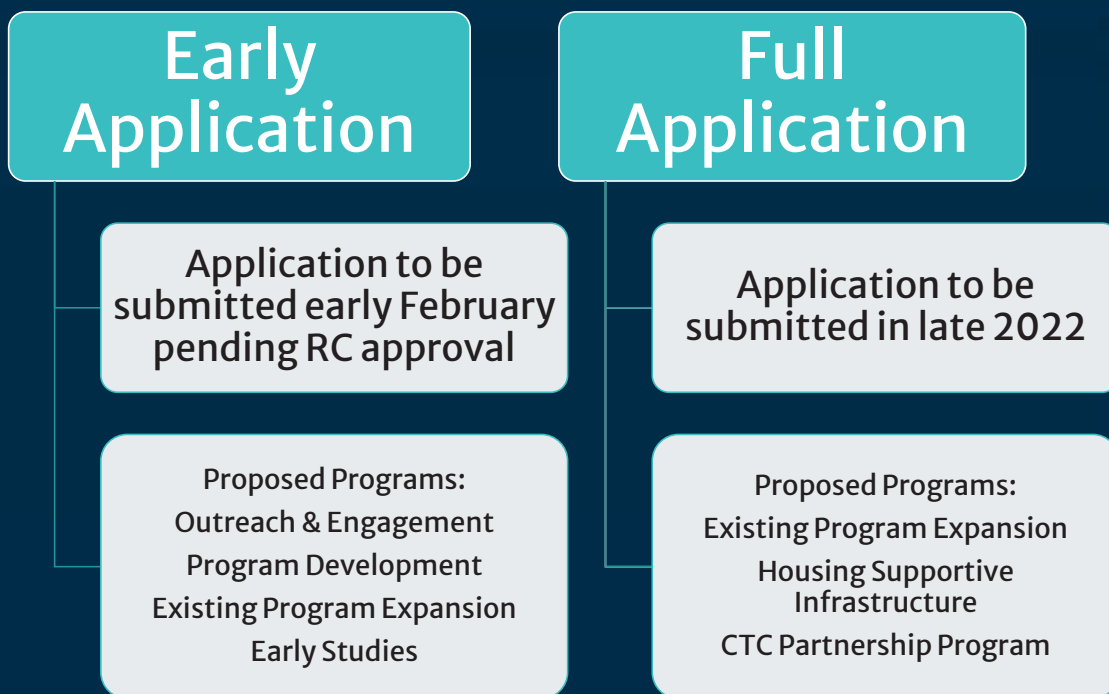
- ~ **\$246 million** SCAG region's formula share,
- 10 % of funds available January 1, 2022.
- All funds obligated June of 2024 / **expended by June 2026**
- Final closeout June 2026.

## Draft Program Development Framework Core Objectives

### Core Objectives

- Support **transformative planning** that realize Connect SoCal
- Leverage and augment activities that can be **implemented quickly** and in line with community-driven, **pandemic recovery priorities**
- Build regional capacity to **deliver 6th cycle RHNA** goals
- Represent best practices in **VMT reduction**
- Establish that projects are **shovel ready & shovel worthy**
- Demonstrate consistency with **Equity Early Action Plan**
- Promote infill in **Connect SoCal Priority Growth Areas**

## REAP 2021 Draft Framework





# Advance Application Programs

## Outreach & Engagement



- CTC and Subregional COG Engagement
- Open Convenings
- Listening Sessions
- Focus Groups
- Public Opinion Surveys
- SCAG Policy Committee Engagement

## Expansion of Existing Programs



- SCP Call 4
- Staff Time/Program Development
- RDP Expansion
- General Plan Update Support
- SCS/REAP Performance Monitoring
- Go Human
- Community Fellows
- Early Program Expansion pending approval by State Agencies

## Early Studies/Partnerships



- Support Program Development
- Preservation of Expiring Covenants and NOAH
- Mobility Wallet Pilots
- Curbside Mgt Study—SCP Call 3
- TDM Strategic Plan
- Big Data Services
- 743 Implementation Support
- VMT Reduction
- Regional Advanced Mitigation Program (RAMP)
- Early Studies/Partnerships pending approval by State Agencies

Thank You.



Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

**MINUTES OF THE MEETING  
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)  
WEDNESDAY, JANUARY 5, 2022**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

**Members Present**

<b>Hon. Clint Lorimore, President</b>	<i>Eastvale</i>	<b>District 4</b>
<b>Hon. Jan Harnik, 1<sup>st</sup> Vice President</b>		<b>RCTC</b>
<b>Hon. Carmen Ramirez, 2<sup>nd</sup> Vice President</b>		<b>Ventura County</b>
Hon. Frank Yokoyama, Vice Chair, CEHD	<i>Cerritos</i>	District 23
Hon. David Pollock, Chair, EEC	<i>Moorpark</i>	District 46
Hon. Sean Ashton, Chair, TC	<i>Downey</i>	District 25
Hon. Art Brown, Vice Chair, TC	<i>Buena Park</i>	District 21
Hon. Kathryn Barger, President’s Appt.		Los Angeles County
Hon. Alan D. Wapner, Chair, LCMC		SBCTA
Hon. Peggy Huang, Vice Chair, LCMC		TCA
Hon. Larry McCallon, President’s Appt.	<i>Highland</i>	District 7
Hon. Donald P. Wagner, President’s Appt.		Orange County
Hon. Deborah Robertson, Vice Chair, EEC	<i>Rialto</i>	District 8

**Members Not Present**

<b>Hon. Rex Richardson, Imm. Past President</b>	<i>Long Beach</i>	<b>District 29</b>
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	TGRP Representative
Hon. Cheryl Viegas-Walker, President’s Appt.	<i>El Centro</i>	District 1

**Staff Present**



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

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

The Honorable Clint Lorimore called the meeting to order at 3:00 p.m. President Lorimore asked Regional Councilmember Larry McCallon, Highland, District 7, to lead the Pledge of Allegiance.

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

**PUBLIC COMMENT PERIOD**

President Lorimore opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda.

He reminded the public to submit comments via email to [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Board Counsel Ruben Duran acknowledged there were 334 written public comments received by email before the 5 p.m. deadline and 152 had been received after the 5 p.m. deadline yesterday.

The Clerk announced that the public comments received before the deadline were posted on the website. She also announced that comments received after the 5 p.m. deadline would be posted on the website and transmitted to members.

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

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**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no prioritization of agenda items.

2<sup>nd</sup> Vice President Carmen Ramirez, Ventura County, noted that there were probably several speakers who wanted to speak on an item [No. 2] on the agenda and suggested taking the other items first.

Mr. Duran clarified that 2<sup>nd</sup> Vice President Ramirez was suggesting that they consider Item No. 3 and the Consent Calendar first, followed by Item No. 2. He suggested that the EAC take Item No. 1 first.

Item No.s 1, 3 and the Consent Calendar were considered and acted upon first, followed by Item No. 2. The order of items is reflected below.

**ACTION ITEM**

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

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

**AYES:** Ashton, Barger, Brown, Harnik, Huang, Lorimore, Marquez, McCallon, Pollock, Ramirez, Robertson, Wagner, Wapner and Yokoyama (14)

**NOES:** None (0)

**ABSTAIN:** None (0)

3. SCAG-Sponsored Legislation

President Lorimore opened the Public Comment Period.

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

Javiera Cartagena, Director of Government and Public Affairs provided a brief introduction noting that at the Strategic Plan Planning Session last year, there was a great deal of interest among members of the Executive/Administration Committee and SCAG's leadership to sponsor a legislative bill in Sacramento. She indicated that President Lorimore tasked the Legislative/Communications and Membership Committee (LCMC) with brainstorming ideas for a potential sponsor bill. She noted that at its December 21, 2021 meeting, the LCMC made a recommendation for a SCAG-sponsored legislative bill. She called on Kevin Gilhooley, Legislation Manager to walk them through this item and give a more detailed presentation.

Mr. Gilhooley reported that during outreach to individual LCMC members, almost half of all the responses expressed support for a funding tool to help cities implement their local housing programs, and in consultation with the Committee Chair, staff developed five concepts for the LCMC to consider, which were presented at the December LCMC meeting. He indicated that the Committee members discussed, deliberated, and formally voted to recommend that the Regional Council approve moving forward with a first and second choice legislative idea: 1) an expansion of the existing Infill Infrastructure Grant program; and 2) The creation of an incentive for the production of Regional Housing Needs Allocation (RHNA) units at the local level. He briefly described both legislative ideas. He also noted that the LCMC recommended that the agency pursue a long-term legislative goal of serving as a leader and convener to modernize the California Environmental Quality Act (CEQA). Lastly, he stated that upon the approval of the LCMC's recommendation, staff, along with SCAG's lobbying team, would pursue opportunities relating to an expansion of the Infill Infrastructure Grant Program, and between now and then, SCAG staff, lobbyists, the Board officers and LCMC leadership would be conducting outreach to identify a bill sponsor and build a coalition to support the idea.

A detailed report is included in the agenda packet and is posted on the website.

A MOTION was made (Ramirez) that the EAC approve SCAG-Sponsored Legislation. Motion was SECONDED (Ashton) and passed by the following votes:

**AYES:** Ashton, Barger, Brown, Harnik, Huang, Lorimore, Marquez, McCallon, Pollock, Ramirez, Robertson, Wapner and Yokoyama (13)

**NOES:** None (0)

**ABSTAIN:** None (0)

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**CONSENT CALENDAR**

President Lorimore opened the Public Comment Period.

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

Approval Items

4. Minutes of the Regular Meeting – December 1, 2021
5. Resolution No. 22-639-1 Authorizing Acceptance of One-Time Funds from Electric Power Research Institute (EPRI) on Behalf of the California Energy Commission (CEC) in the Amount of \$600,048 to Support SCAG’s Study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks
6. Resolution No. 22-639-2 Authorizing Acceptance of One-Time Funds from the California Emerging Technology Fund to Support SCAG’s Broadband Program
7. Contracts \$200,000 or Greater: Contract No. 21-020-C01 Go Human Safety Strategies
8. Contract Amendment Greater Than 30% of the Contract’s Original Value and \$75,000 or Greater: Contract No. 22-005-C01, Gartner IT Leaders
9. Inclusion of Project Budget in Requests for Proposals
10. SCAG Memberships and Sponsorships

Receive and File

11. Executive/Administration Committee Strategic Work Plan Progress Report Quarter Ending December 31, 2021
12. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
13. CFO Monthly Report

A MOTION was made (Robertson) to approve Consent Calendar, Items 4 through 10; Receive and File Item 11 through 13. Motion was SECONDED (Barger) and passed by the following votes:

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**AYES:** Ashton, Barger, Brown, Harnik, Huang, Lorimore, Marquez, McCallon, Pollock, Ramirez, Robertson, Wagner, Wapner and Yokoyama (14)

**NOES:** None (0)

**ABSTAIN:** None (0)

**ACTION ITEM**

2. Community Planning Voter Initiative

President Lorimore opened the Public Comment Period.

Julie Tomanpos, on behalf of the South Bay Association of Realtors, urged the EAC to oppose the Community Planning Initiative.

Rian Barrett, Pasadena Foothills Association of Realtors, stated that the economic and ethnic segregation will get worse if the Community Planning Voter Initiative is approved and asked the EAC to rethink this.

Jerard Wright, Government Affairs Director of Greater Los Angeles Realtors, expressed opposition of the initiative.

Henry Fung asked that SCAG staff address for the record whether they were recommending this initiative or whether they were just forwarding the Legislative/Communications and Membership Committee's recommendation. He also expressed opposition of the initiative.

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

Ms. Cartagena provided a brief report and indicated that the LCMC was recommending support for the proposed voter initiative called Californians for Community Planning. She noted that the proposed initiative would amend the State's constitution to specify that local city and county land-use and zoning laws override state laws when they conflict. Additionally, that the proposed initiative did make some exceptions for coastal land-use regulations, power generating facilities, and development of water, communication, or transportation infrastructure projects. She further noted that proponents took the first step in initiating the initiative's process and submitted the draft text to the Attorney General on August 25, 2021 and that on November 1, 2021, the Attorney General issued the official title and summary. She stated that this set off the signature gathering process and proponents had 180 days to collect nearly 1 million signatures to appear on the ballot for the November 8, 2022 election. She mentioned that the LCMC received informational reports from SCAG staff at its September and November meetings and that during the last update,

Committee Members voted to forward a “support” recommendation on the proposed initiative to the Regional Council by a vote of 13 to two (2), with one (1) abstention. Lastly, she reported that the staff report included information on the discussion and subsequent action taken by the League of California Cities Board of Directors where they voted unanimously, with one (1) abstention, to take no position or remain neutral for the time being on the initiative.

A detailed report is included in the agenda packet and is posted on the website.

Regional Councilmember David Pollock, Moorpark, District 46, reported that at the LCMC meeting they had a robust discussion, but only heard from one of the proponents of this measure. He stated that they had also been discussing this at the League of California Cities, spent several hours reviewing it [the initiative], and made a recommendation to the Board of Directors to not take a position. He urged the EAC to also recommend a neutral position to the Regional Council.

Regional Councilmember Kathryn Barger, Los Angeles County, stated that she wholeheartedly supported any initiative that was going to allow voters to decide the future of their communities. She expressed that she felt that the state had attempted to solve the housing crisis through a one size fits all approach and thought that was not going to work. She noted that the erosion of local land use authority was a huge concern for the cities and communities that she represented and stated they had to do their part to address the housing shortage and affordability crisis.

Regional Councilmember Peggy Huang, TCA, stated she was one of the proponents for this initiative. She indicated the initiative was about local control and was not anti-housing or NIMBY legislation. She indicated that this initiative gave cities the local control they want. She further stated that they needed to fight for the local control and for their community because one size fits all did not work. She noted that there was a lot of work that needed to be done to produce housing and urged them to join her in supporting this initiative.

Regional Councilmember Alan Wapner, SBCTA, stated this was not SB 9 and instead was a local control measure. He noted that one of the inherent problems of SB 9 was that there was no affordable housing element. He stated it was important that they maintain control locally and therefore was in support of the proposition.

2<sup>nd</sup> Vice President Ramirez stated she was concerned about this initiative and encouraged a no vote, or a backup position to remain neutral. She expressed that she thought there were some unintended consequences here. She stated she really liked the legislative work that staff had put together for them. She asked why they couldn’t engage their representatives across Southern California and get what they needed for local control, housing, and support. She stated it was unfortunate and they needed to do more work on that. She noted that she would not support this measure.



Regional Councilmember Donald Wagner, Orange County, stated that Sacramento had its chance and had proven that it was not receptive to the idea of local control. He noted that the government that governs best was the one that was closest to the people and that was what they were trying to get back into the hands of that local government with this initiative. With respect to the League of Cities, he stated it was great that they were working on another approach and thought it was to be applauded. He stated that when that initiative was before them, they could evaluate it, but what was before them was this current initiative. He stated this initiative was worth supporting.

1<sup>st</sup> Vice President Jan Harnik, RCTC, stated they were just asking to do the right thing for their community and to protect the integrity and character of their neighborhoods. She indicated that she did not like to talk about local control and preferred to talk about local information, local understanding, and the best decisions for their communities. She expressed that she thought this was what it [the initiative] provided for them.

A MOTION was made (Wapner) to support the Community Planning Voter Initiative. Motion was SECONDED (Ashton) and passed by the following votes:

**AYES:** Ashton, Barger, Brown, Harnik, Huang, Lorimore, McCallon, Robertson, Wagner, Wapner and Yokoyama (11)

**NOES:** Pollock and Ramirez (2)

**ABSTAIN:** Marquez (1)

#### **INFORMATION ITEM**

##### 14. Update on 2022 RC/EAC/Committee Meeting Options

President Lorimore opened the Public Comment Period.

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

Mike Houston, Chief Counsel/Director of Legal Services, provided a brief update on staffs review of the meeting structure options per the discussion that was held at the November EAC meeting. He stated they were seeking input on how to conduct the February Regional Council and Joint Policy Committee meetings for next month.

A detailed report is included in the agenda packet and is posted on the website.

Regional Councilmember Deborah Robertson, Rialto, District 8, expressed support for a hybrid option so they can have the flexibility of adjusting accordingly.

Regional Councilmember Wapner stated he appreciated staff providing the numbers as far as seating configurations and noted that none of the seating configurations, utilizing social distancing, would allow for very much public participation, and thought that was important. He stated there were some lessons learned out of COVID and found that virtual meetings worked. He stated they had talked about sponsoring legislation to expand the Brown Act to encompass on present day technology. He indicated he could support hybrid meetings.

2<sup>nd</sup> Vice President Ramirez stated she agreed with Regional Councilmember Wapner but expressed concern for keeping staff safe if more people came in [to the office]. She stated she supported virtual and that they had the technology to continue doing the work they needed to do.

Regional Councilmember Sean Ashton, Downey, District 25, expressed concern over the exposure to the Omicron variant and echoed comments by 2<sup>nd</sup> Vice President Ramirez regarding staff safety. He stated he was okay with hybrid but would prefer just keeping it virtual for the upcoming meeting in February, at least until they knew where they were heading with the Omicron variant and for the safety of staff.

Regional Councilmember McCallon stated he was a great proponent of meeting in person and hopefully they would eventually get back to that. He expressed that a medium solution was hybrid and would support staying as a hybrid. He recommended that they not go back to just virtual meetings.

President Lorimore asked Mr. Houston if enough direction and feedback had been provided. Mr. Houston reasserted that there was a desire by some to offer a hybrid alternative and others felt that virtual format was beneficial to the public.

Kome Ajise, Executive Director, stated they got the sense of the direction and would act accordingly.

President Lorimore reiterated they were doing hybrid and maintaining virtual as one of those options.

2<sup>nd</sup> Vice President Ramirez asked what the impact was from the local rules in Los Angeles County and the limitation on how many people could come to the meeting.

Regional Councilmember Barger stated that the city and county of Los Angeles did not have anything specific other than the masking requirement. She expressed that the hybrid format was the best way to go.

Mr. Houston noted that public participation would remain virtual.

**CFO REPORT**

Cindy Giraldo, Chief Financial Officer reported they received the application for REAP 2021 grant funding and that staff was working on preparing to bring an additional \$246 million in funding to the region. She stated that Caltrans had approved budget amendment No. 2, which increased their total current year overall work program to \$135 million. She indicated work was underway for the preparation of budget amendment No. 3 and would be presented in April. She also reported that the fiscal year 2023 budget would be presented in March. Lastly, she noted that SCAG had collected nearly all outstanding membership dues and only two cities remain unpaid with just under \$8,000 of total dues remaining outstanding. She stated this brought them to 99.6% collected, which at this time last year they were only 73% collected and that was a huge improvement.

**PRESIDENT'S REPORT**

President Lorimore reported that the next EAC meeting was scheduled for Wednesday, February 2, 2022, at 3:00 p.m.

**EXECUTIVE DIRECTOR'S REPORT**

Executive Director Ajise expanded on Ms. Giraldo's report regarding REAP and stated that by February they expected to receive the guidelines of the program on how to spend the remaining 90% of the grant funds. He indicated that REAP 2.0 would be able to fund other activities like VMT reduction and SCS implementation. He also reported that in February they would be holding a meeting of the Joint Policy Committees and stated that the joint meeting would set the stage for the policy discussions that they would be having over the upcoming two years as they work to develop Connect SoCal 2024. He further stated that they were looking forward to hosting several guests for a panel discussion on the emerging trends and changing policy landscape in their region. Lastly, he provided an update on broadband, reminding the members that last year in February, they formally adopted a resolution pledging the digital divide. He noted that they joined forces with SANDAG to issue a request for qualifications for broadband partnerships to pursue funding opportunities.

**FUTURE AGENDA ITEMS**

There were no future agenda items.

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**ANNOUNCEMENTS**

There were no announcements.

**ADJOURNMENT**

There being no further business, President Lorimore adjourned the Regular Meeting of the Executive Administration Committee at 4:17 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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AGENDA ITEM 4  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

**From:** Jeffery Elder, Deputy Legal Counsel II  
(213) 630-1478, elder@scag.ca.gov

**Subject:** Proposed Amendments to Regional Council Policy Manual Relating to  
Lodging Reimbursements

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

Recommend that the Executive/Administration Committee (EAC) recommend that the Regional Council (RC) adopt amendments to the Regional Council Policy Manual (Policy Manual) amending the lodging reimbursement rules for SCAG-related activities.

**RECOMMENDED ACTION FOR RC:**

Recommend that the RC adopt amendments to the Policy Manual amending the lodging reimbursement rules for SCAG-related activities.

**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:**

*In response to the COVID-19 emergency, the General Assembly, RC and its committees and subcommittees have been holding their meetings by teleconference or videoconference and have spread their meetings out over multiple days. In September 2021 the EAC began holding its meetings in a hybrid manner (both in-person and remotely by teleconference or videoconference) and some Representatives of RC Members and SCAG Officers have started attending in-person and participating in other SCAG-related activities. As Representatives of RC Members and SCAG Officers have started attending SCAG-related activities in-person, staff has been receiving requests for lodging reimbursements. Currently, the Policy Manual requires traveling outside of the SCAG Region or 75 miles or more one way to be reimbursed for lodging. In some cases, it may be that attending SCAG-related activities on separate days does not qualify for lodging reimbursement because of the 75 miles or more requirement. Given SCAG's unique nature as a large, six county regional policy-making forum and planning organization, the need to attend SCAG-related activities over multiple days can result in the need for lodging reimbursements, even*

***when not required to travel outside of the SCAG Region or 75 miles or more one way. To allow for lodging reimbursement in these circumstances, staff proposes the Policy Manual be amended to permit reimbursement when attending SCAG-related activities over multiple days.***

**BACKGROUND:**

In 2020, in response to the COVID-19 pandemic and the public health crisis, the General Assembly, RC, and its committees and subcommittees began holding their meetings by teleconference or videoconference and spread the meetings out over multiple days.

Since September 2021, the EAC has been holding its meetings in a hybrid manner, with members participating both in-person and remotely. As the COVID-19 emergency continues to evolve, SCAG may begin transitioning additional meetings to this hybrid format, and, eventually, to more in person meetings. In addition, some Representatives of RC Members and SCAG Officers have already started attending other SCAG-related activities in-person. As a result of the increase in in-person SCAG activities, staff has been receiving requests for lodging reimbursements.

The Policy Manual permits Representatives of RC Members and SCAG Officers to be reimbursed for lodging when traveling for a SCAG-related activity outside of the SCAG region OR when traveling 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier. SCAG's policies do not otherwise allow for the reimbursement when traveling under 75 miles for a SCAG-related activity or when an activity begins after 10 AM. As such, in some cases, it may be that attending SCAG-related activities on separate days does not qualify for lodging reimbursement because of the 75 mile or more requirement.

Staff believes that the Policy Manual should be amended to permit lodging reimbursement in additional circumstances due to the changed nature of meeting scheduling. The proposed amendment would allow for lodging reimbursement when attending a SCAG-related activity that begins at 1 PM or later and attending a SCAG-related activity that begins at 10 AM or earlier the following day. This would facilitate Representatives of RC Members and SCAG Officers not having to travel back-and-forth to SCAG-related activities over multiple days (for example, as in the case of holding EAC meetings on a late Wednesday afternoon and then holding Policy Committee meetings the following morning), thus saving commute time and assisting in efforts to reduce regional transportation emissions.

Accordingly, the following amendments are proposed to the Policy Manual, for consideration by the EAC and the RC:

1. Modify language presently found in section (F)(5) to Article VIII of the Policy Manual to read in its entirety as follows:

“Lodging is reimbursable at the applicable government rate plus taxes if: (a) required for trips outside of the SCAG Region; (b) an individual is required to travel 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) an individual is required to attend a SCAG-related activity that begins at 1 PM or later and is required to attend a SCAG-related activity the following day that begins at 10 AM or earlier. If government lodging rates do not appear to be available, assistance should be requested from SCAG staff, if possible, to avoid paying above government rates. Lodging charges that are more than double standard government rates for the locale of the lodging will require approval of the SCAG President before reimbursement can be made.”

This provision, as modified, would permit reimbursements for lodging for Representatives of RC Members and SCAG Officers under the following circumstances: (a) when required to travel outside of the SCAG Region for a SCAG-related activity; (b) when required to travel 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) when required to attend a SCAG-related activity that begins at 1 PM or later and required to attend a SCAG-related activity the following day that begins at 10 AM or earlier.

Excerpts of the Policy Manual that are proposed to be amended are attached to this report, with the provisions highlighted for reference and specific changes shown in tracking (deletions/additions).

**FISCAL IMPACTS:**

None

**ATTACHMENT(S):**

1. RCPM Excerpt - Showing Proposed Amendments



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**ARTICLE VIII**

**STIPENDS AND EXPENSE REIMBURSEMENTS**

**A. General Stipend Payment Policy**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) A representative of a Regional Council Member or a SCAG Officer or an elected official serving on a SCAG Policy Committee shall receive a Stipend for attendance at the General Assembly regardless of whether or not the individual serves as an Official Representative or Alternate at the General Assembly.

(2) Stipends are not provided to Official Representatives or Alternates at the General Assembly unless those individuals are either a representative of a Regional Council Member or a SCAG Officer or a member of a SCAG Policy Committee.

(3) Stipends for attendance at the General Assembly are not provided to individuals who serve in an ex officio capacity at the General Assembly; however, registration fees, hotel charges, parking costs and meal costs may be billed directly to SCAG or reimbursed if within the limits of this Article VIII.

**E. General Travel Policy**

(1) SCAG endeavors to maintain an accountable and cost-effective travel policy. Such a travel policy must satisfy the following requirements: (a) be only business related; (b) use the most cost-effective travel options; (c) comply with all applicable SCAG requirements; (d) substantiate expenses as required; (e) return unspent advanced amounts or unused tickets or travel vouchers; and (f) mandate timeliness, accuracy and honesty in the reporting of all travel expenses.

(2) Whenever reasonably possible, travel to SCAG meetings should be avoided if teleconferencing or videoconferencing is available for a meeting.

(3) Requests for travel reimbursement must be received by the Office of Regional Council Support no later than 30 days after the close of the fiscal year in which the travel costs were incurred.

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

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

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

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

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

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

- a. Breakfast costs of \$10.50 if away from home or if travel begins from home to a meeting that starts at 10AM or earlier.
- b. Lunch costs of \$16.50.

- c. Dinner costs of \$34.50 if away from home or if the travel begins from home to a meeting that starts at or before 4PM and ends at or after 7PM.
- d. Incidental costs of \$5 for each day involving an overnight stay away from home.

(5) Lodging is reimbursable at the applicable government rate plus taxes if: (a) required for trips outside of the SCAG Region; (b) ~~or if~~ an individual is required to travel 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) an individual is required to attend a SCAG-related activity that begins at 1 PM or later and is required to attend a SCAG-related activity the following day that begins at 10 AM or earlier. If government lodging rates do not appear to be available, assistance should be requested from SCAG staff, if possible, to avoid paying above government rates. Lodging charges that are more than double standard government rates for the locale of the lodging will require approval of the SCAG President before reimbursement can be made.

(6) All travel costs must be fully documented, as required, with receipts identifying the date and time the expenses were incurred, the location and the purpose of the travel or expense. The SCAG President or SCAG's Executive Director or his/her designee must approve travel reimbursement requests without receipts in the case of lost or partial receipts.

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

(1) Other elected officials (those not serving as Representatives of Regional Council Members) and appointed members of SCAG committees and task forces will generally not be asked to travel on behalf of SCAG except for meetings within the SCAG Region. The provisions of Section F above shall apply to any travel outside of the SCAG Region that is requested by SCAG.

(2) Other elected officials and appointed members of SCAG committees may be reimbursed for travel expenses to meetings held within the SCAG Region if they are not reimbursed or provided a stipend from a public agency other than SCAG. Reimbursement will be limited to: (a) parking validation or actual parking costs; and (b) costs of round-trip public transportation or round-trip mileage at the prevailing federal mileage reimbursement rate. All such travel reimbursement requests will require complete documentation of all expenditures and will be approved by the SCAG RC Approved 06/09/19, as amended 06/03/21

President or SCAG's Executive Director or his/her designee. Travel reimbursement requests that do not have appropriate documentation must be approved by the SCAG President or SCAG's Executive Director or his/her designee.



AGENDA ITEM 5  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Ryan Laws, Associate Regional Planner  
(213) 630-1470, laws@scag.ca.gov

**Subject:** Resolution No. 22-640-2 Authorizing Acceptance of One-Time Funds from the Los Angeles Cleantech Incubator (LACI) on behalf of the U.S. Department of Energy (DOE) Vehicle Technologies Office to Support Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve Resolution 22-640-2 authorizing SCAG to accept one-time grant funds from the U.S. Department of Energy's Vehicle Technologies Office in the amount of \$238,977 as a sub-recipient on the Los Angeles Cleantech Incubator's (LACI) Electric Vehicle Curb Management study.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution 22-640-2 authorizing SCAG to accept one-time grant funds from the U.S. Department of Energy's Vehicle Technologies Office in the amount of \$238,977 as a sub-recipient on the Los Angeles Cleantech Incubator's Electric Vehicle Curb Management study.

**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 Accelerated Electrification strategy is a key connection of SCAG's Connect SoCal - the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) --- seeking to decarbonize or electrify vehicles, including those within goods movement. Through the deployment of urban zero emission curb zones, this project will support this effort to inform future strategies for incentivizing the use of zero-emission vehicles throughout the Southern California region, especially within the goods movement sector.*

***SCAG is a sub-recipient of the United States Department of Energy's (DOE's) Vehicle Technologies Office Fiscal Year 2021 Research Funding Opportunity Announcement, for which LACI is the lead recipient. This grant seeks research projects to address priorities in the following areas: batteries and electrification; materials; technology integration and energy efficient mobility systems; energy-efficient commercial off-road vehicle technologies; and co-optimized advanced engine and fuel technologies to improve fuel economy. Grant funds in the amount of \$238,977 will be applied to support staff services performed throughout the project, "Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles".***

**BACKGROUND:**

On April 1, 2021, SCAG issued a letter of commitment, indicating that SCAG would contribute a minimum cost share to match federal support as a sub-recipient on the "Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles" project, should the project be granted a DOE Vehicle Technologies Office Fiscal Year 2021 Research Funding Opportunity Announcement (DE-FOA-0002420). This match funding share is valued at \$238,977. A research project application was submitted to the DOE before the April 6, 2021 deadline, and the application included \$238,977 in Grant funds which SCAG would receive as a sub-recipient to perform staff services toward the project.

On July 28, 2021, the DOE announced an award of \$60 million for 24 research and development projects aimed at reducing carbon dioxide (CO<sub>2</sub>) emissions from passenger cars and light- and heavy-duty trucks. Of this, \$3,798,455 has been awarded to LACI's "Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles" Project.

The proposed project aims to build upon pre-existing traffic data and curb management deployments in two metropolitan areas, Los Angeles, CA and Pittsburgh, PA, including delivery and ride-hail use cases. The results of this proposal would provide cities across the United States with a roadmap to accelerate zero-emission transportation adoption and lower VMT within the commercial activities responsible for the largest impacts on inefficient energy use, congestion, and pollution.

Benefits of this project include, but are not limited to:

1. Increased electric vehicle (EV) utilization of the curb
2. Increased Mobility Energy Productivity from curb use efficiency (number of people and goods per unit of consumption)
3. Reduced GHG emissions and air pollutants
4. Support socio-economic outcomes, including more equitable access to the curb and EVs





As a sub-recipient to this LACI-led project, it was agreed that SCAG Staff will: Participate in monthly/quarterly meetings with project partners as a member of the project's core team, research team, and the equity and communications team; serve as an advisor to the study, leveraging resources and findings from complementary SCAG-led projects, including the Last Mile Freight Program, Last Mile Freight Delivery Study, and Curb Space Management Study; support the project's equity goals aligned with our overarching goal to advance equity in the region and engage public interest, environmental justice advocates, and community-based organizations to participate in equity and communications subcommittee throughout the project; and leverage connections made through related projects such as the Sustainable Communities Program Call 3 and the Curb Space Management Study to engage relevant delivery companies, Transportation Network Companies, and other key business stakeholders.

**FISCAL IMPACT:**

If approved by the Regional Council, SCAG will receive \$238,977 in one-time grant funds from LACI. The funds will be programmed in a future amendment of the FY 2021-22 Overall Work Program (OWP).

**ATTACHMENT(S):**

1. Resolution 22-640-2 - Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles



RESOLUTION NO. No. 22-640-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING ACCEPTANCE OF ONE-TIME GRANT FUNDS FROM U.S. DEPARTMENT OF ENERGY IN THE AMOUNT OF \$238,977 TO SUPPORT TESTING AND EVALUATION OF CURB MANAGEMENT AND INTEGRATED STRATEGIES TO CATALYZE MARKET ADOPTION OF ELECTRIC VEHICLES

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

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

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

WHEREAS, SCAG was awarded one-time grant funds in the amount of \$238,977 (“Funds”) as a subrecipient of the Los Angeles Cleantech Incubator’s (LACI) the U.S. Department of Energy (DOE) Vehicle Technologies Office Fiscal Year 2021 Research Funding Opportunity Announcement (DE-FOA-0002420); and

WHEREAS, the Funds will be used to advance regional zero emission goods movement strategies in Connect SoCal via curb management operations in Santa Monica and Los Angeles for delivery use cases,

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept the funds from the Los Angeles Cleantech Incubator (LACI) on behalf of the U.S. Department of Energy (DOE) Vehicle Technologies Office to Support Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles.

BE IT FURTHER RESOLVED THAT:

- 1. The Regional Council hereby authorizes SCAG to accept funds in the amount of \$238,977 to support SCAG’s work on Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles; and
2. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds.

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

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

Attachment: Resolution 22-640-2 - Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 3<sup>rd</sup> day of February, 2022.

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Clint Lorimore  
President, SCAG  
Mayor, Eastvale

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel



AGENDA ITEM 6  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Resolution No. 22-640-3 Authorizing Acceptance of One-Time Funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the Amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot

**RECOMMENDED ACTION FOR EAC:**

That the Regional Council approve Resolution No. 22-640-3 authorizing acceptance of one-time grant funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 22-640-3 authorizing SCAG to accept one-time grant funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot.

**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:**

*Through its role as a Clean Cities Coalition, SCAG will be a partner on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot, managed and led by the University of California-Irvine (UCI), and funded by the Vehicle Technology Office of the United States Department of Energy (DOE). This project will use two fleets of connected zero-emission electric vehicles and equip approximately two dozen intersections within the UCI campus and City of Irvine with LiDAR-based sensor and analytic technologies to better understand how data-driven analytics in traffic coordination can improve air quality, traffic, and safety. SCAG will receive \$30,000 of funding to execute outreach in support of this effort.*

**BACKGROUND:**

Connect SoCal, SCAGs adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), includes an emerging technologies focus as part of a broader strategy to improve mobility and safety, and reduce VMT and GHG. SCAG is also a Clean Cities Coalition, meaning that with support from the Department of Energy (DOE), SCAG engages in activities that support deployment and awareness of clean transportation solutions throughout the region. In support of these objectives, SCAG is a partner on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot, managed and led by the University of California-Irvine (UCI) and focused on the development, evaluation, and deployment of emerging and future connected and autonomous zero emission vehicle technologies.

This pilot is a public-private partnership, funded by the Vehicle Technology Office of the US Department of Energy (DOE) and will equip approximately two dozen intersections within the UCI campus and City of Irvine with LiDAR-based sensor and analytic technologies. The purpose of the pilot is to better understand how data-driven analytics in traffic coordination can improve air quality, traffic, and safety. The demonstration pilot will be conducted using two fleets of connected zero-emission electric vehicles equipped with Level 2 and elements of Level 3 automation.

SCAG will be supporting the project under its Clean Cities Coalition role, and will conduct listening sessions with residents, permitting/regulatory agencies, and transportation stakeholders, and share results with the UCI team as well as other Clean Cities stakeholders. Additional grant partners include the DOE Argonne National Laboratory (ANL), the UCI Institute of Transportation Studies, Velodyne Lidar, Bluecity Technology, Toyota Motor of North America, Pony.ai and Hyundai Mobis. The budget is \$10,000 dollars per year for a three-year project, totaling \$30,000 dollars.

**FISCAL IMPACT:**

If approved by the Regional Council, SCAG will receive \$30,000 in one-time grant funds from UCI on behalf of the DOE. The funds will be programmed in Amendment 3 of the FY 2021-22 Overall Work Program (OWP).

**ATTACHMENT(S):**

1. Resolution No. 22-640-3 Authorizing SCAG to Accept One-Time Grant Funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the Amount of \$30,000



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

**RESOLUTION NO. 22-640-3**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG)  
AUTHORIZING SCAG TO ACCEPT DEPARTMENT OF ENERGY (DOE)  
ONE TIME FUNDING IN THE AMOUNT OF \$30,000 TO PROVIDE SUPPORT  
ON THE AI-BASED MOBILITY MONITORING SYSTEM  
AND ANALYTICS DEMONSTRATION PILOT LED BY  
UNIVERSITY OF CALIFORNIA IRVINE (UCI)**

**REGIONAL COUNCIL OFFICERS**

President  
**Clint Lorimore, Eastvale**

First Vice President  
**Jan C. Harnik, Riverside County  
Transportation Commission**

Second Vice President  
**Carmen Ramirez, County of Ventura**

Immediate Past President  
**Rex Richardson, Long Beach**

**COMMITTEE CHAIRS**

Executive/Administration  
**Clint Lorimore, Eastvale**

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

Energy & Environment  
**David Pollock, Moorpark**

Transportation  
**Sean Ashton, Downey**

**WHEREAS**, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties; and

**WHEREAS**, Connect SoCal, SCAG’s adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), evaluates emerging technologies and the role they can play in improving regional transportation; and

**WHEREAS**, SCAG is a recognized Department of Energy (DOE) Clean Cities Coalition, tasked to provide support and outreach related to advance clean transportation technology throughout the region; and

**WHEREAS**, SCAG was awarded one-time funding in the amount of \$30,000 dollars (“Funds”) through the DOE’s Vehicle Technologies Office FY21 Research Funding Opportunity, as a sub-recipient to the University of Irvine Horiba Institute for Mobility and Connectivity2 (HIMaC2); and

**WHEREAS**, The funds will be used to support the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot consistent with SCAG’s role as a Clean Cities Coalition.

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council, that SCAG is authorized to accept and administer the Funds to the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot.

**BE IT FURTHER RESOLVED THAT:**

1. That the Regional Council hereby authorizes SCAG to accept funds in the amount of \$30,000 to support SCAG’s role in the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot; and
2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds. This includes agreements with UCI, Consultants, and/or the DOE.

Attachment: Resolution No. 22-640-3 Authorizing SCAG to Accept One-Time Grant Funds from University of California, Irvine (UCI) on Behalf of

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 3<sup>rd</sup> day of February, 2022.

---

Clint Lorimore  
President, SCAG  
Mayor, Eastvale

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

---

Michael R.W. Houston  
Chief Counsel



AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value:  
Contract No. 22-018-C01, Legal Services

**RECOMMENDED ACTION:**

Approve Amendment No. 1 to contract 22-018-C01, with Sohagi Law Group, PLC, to provide additional legal services related to the analysis of SCAG's Greenprint, in an amount not-to-exceed \$45,600, increasing the contract value from \$20,000 to \$65,600. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On September 14, 2021, staff awarded contract 22-018-C-1 to Sohagi Law Group because staff deemed it necessary to retain legal counsel services to provide legal advice to SCAG in connection with the SoCal Greenprint (a strategic conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions). Specifically, Sohagi Law Group analyzed whether or not the Greenprint could be used in the development process to successfully challenge projects under the California Environmental Quality Act (CEQA) and to provide other Greenprint-related advice.*

*Due to the need to continue having outside counsel services for the tasks described above staff now requires amendment of this contract to extend services as work on the Greenprint continues pursuant to direction given by the Regional Council at the October 2021 meeting.*

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





**BACKGROUND:**

**Staff recommends executing the following amendment greater than 30% of the contract's original value:**

<b><u>Consultant/Contract #</u></b>	<b><u>Contract Purpose</u></b>	<b><u>Amendment Amount</u></b>
Sohagi Law Group, PLC (22-018-C01)	The consultant shall provide additional legal services to support the SoCal Greenprint.	<b>\$45,600</b>

**FISCAL IMPACT:**

Funding of \$20,000 is available in the FY 2021-22 (FY22) Overall Work Program (OWP) in Project Number 290-4862E.02. The amount of \$45,600 for this contract amendment will be included in Budget Amendment 3 to the FY22 OWP. Funds not spent by June 30, 2022, will carry over to next fiscal year in Project Number 290-4862E.02, subject to budget availability.

**ATTACHMENT(S):**

1. Contract Summary 22-018-C01 Amendment No. 1
2. Contract Summary 22-018-C01 Amendment No. 1 COI

**CONSULTANT CONTRACT NO . 22-018-C01 AMENDMENT NO. 1**

**Consultant:** Sohagi Law Group, PLC

**Background & Scope of Work:**

On September 14, 2021, staff awarded contract 22-018-C-1 to Sohagi Law Group because staff deemed it necessary to retain legal counsel services to provide legal advice to SCAG in connection with the SoCal Greenprint (a strategic conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions). Specifically, Sohagi Law Group analyzed whether or not the Greenprint could be used in the development process to successfully challenge projects under the California Environmental Quality Act (CEQA) and to provide other Greenprint-related advice.

Essential tasks of Greenprint advisory work includes, but is not limited to:

1. Preparing a written opinion on the aforementioned topic;
2. Presenting this opinion, if required, before the Regional Council or in other meetings and providing advice relating thereto;
3. Advising SCAG on matters relating to the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) due to a professional conflict that requires the Chief Counsel’s recusal on this specific proposed data set; and
4. Meeting with SCAG staff and stakeholders to discuss issues germane to the aforementioned topics.

Due to the need to continue having outside counsel services for the tasks described above staff now requires amendment of this contract to extend services as work on the Greenprint continues pursuant to direction given by the Regional Council at the October 2021 meeting.

Lastly, this amendment also increases the contract value from \$20,000 to 65,600 (an increase of \$45,600) and extends the contract term from 6/30/22 to 6/30/23

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

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

- Providing legal counsel to SCAG and its decision-making bodies with respect to the matters described above.

**Strategic Plan:**

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

<b>Amendment Amount:</b>	Amendment 1	\$45,600
	Original contract value	<u>\$20,000</u>
	<b>Total contract value is not to exceed</b>	<b>\$65,600</b>

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

Attachment: Contract Summary 22-018-C01 Amendment No. 1 (Contract Amendment Greater Than 30% of the Contract’s Original Value:

**Contract Period:** September 14, 2021 through June 30, 2023

**Project Number(s):** 290-4862E.02 \$20,000  
Funding source: Transportation Development Act (TDA)

Funding of \$20,000 is available in the FY 2021-22 (FY22) Overall Work Program (OWP) in Project Number 290-4862E.02. The amount of \$45,600 for this contract amendment will be included in Budget Amendment 3 to the FY22 OWP. Funds not spent by June 30, 2022 will carry over to next fiscal year in Project Number 290-4862E.02, subject to budget availability.

**Basis for the Amendment**

Staff initially awarded this sole source contract pursuant SCAG’s Procurement Manual (dated January 2021 – sections 5.6 and 7.3). Sohagi Law Group has extensive expertise in the precise areas of CEQA and interaction of CEQA in regional planning and mapping tools. Further, they demonstrate excellent understanding of the issues raised by specific stakeholders in the Greenprint process. Finally with respect to the AVRCIS, Ms. Sohagi has extensive knowledge and experience on this issue and is cognizant of the issues relating to Chief Counsel’s professional conflict.

It is necessary to continue having outside counsel services for Greenprint related work, consistent with to direction given by the Regional Council at the October 2021 meeting. It is necessary for SCAG to have legal counsel for advice relating to the ACVRCIS.

**Conflict of Interest (COI) Form - Attachment  
For February 3, 2022 Regional Council Approval**

Approve Amendment No. 1 to contract 22-018-C01, with Sohagi Law Group, PLC, to provide additional legal services related to the analysis of SCAG's Greenprint, in an amount not-to-exceed \$45,600, increasing the contract value from \$20,000 to \$65,600. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

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

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-018-C01

## SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: The Sohagi Law Group, PLC  
Name of Preparer: Margaret Sohagi  
Project Title: SoCal Greenprint  
Date Submitted: January 18, 2022

## 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) Margaret Sohaig, hereby declare that I am the (position or title) Principal/Owner of (firm name) The Sohagi Law Group, PLC, 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 January 18, 2022 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.

*Margaret Sohaig*

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

January 18, 2022  
\_\_\_\_\_  
Date

**NOTICE**

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



AGENDA ITEM 8  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

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

**Subject:** Legislative Platform Mid-Cycle Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Each year, the Regional Council (RC) adopts a legislative platform for the state and federal legislative sessions for that year. The Legislative/Communications & Membership Committee (LCMC) discussed staff recommendations to update the agency’s legislative platform at its January 18, 2022 meeting. As we are in the middle of two-year Legislative and Congressional legislative sessions, staff recommended several minor updates, with an emphasis on removing redundancies. In addition, staff recommended updating the platform to reflect the recent enactment of the federal Infrastructure Investment and Jobs Act (IIJA) and to acknowledge SCAG’s inclusive economic development work. Last, staff recommended updates to the platform to make it consistent with the RC’s recently adopted goals for sponsored legislation. After its discussion, the LCMC voted unanimously to forward the draft 2020 State and Federal Legislative Platform to the RC with a recommendation to approve. If approved by the RC, staff will immediately work to advance these priorities in the 2022 session.*

**BACKGROUND:**

As we are in the middle of a two-year Legislative and Congressional legislative session, staff recommended a mid-cycle update to the adopted State and Federal Legislative Platform to the LCMC at its January 18, 2022 meeting. As part of this update, staff from the Legislation Department led a multi-month outreach effort to all SCAG planning departments to identify opportunities to improve the platform for 2022. Proposed changes included minor updates and the removal of outdated or redundant priority points. Staff also recommended the addition of new priorities to



incorporate the agency’s recently adopted goals for sponsored legislation, reflect the recent enactment of the IIJA, which reauthorized the nation’s surface transportation programs, and points that acknowledge SCAG’s inclusive economic development work.

Staff recommends a more comprehensive update to the Legislative Platform at the conclusion of the current Legislative and Congressional sessions, after the 2022 General Election.

The recommended updates to the adopted legislative platform are highlighted in the following tables:

<u>State</u>	
Active Transportation	Affordable Housing & Housing Production
Broadband Access	Building Resilience
Cap & Trade	Congestion Reduction
Economic Development *NEW*	Expanding Opportunity
Freight & Goods Movement	Government Efficiency
Project Streamlining	Public Health
Racial Justice	Technology & Data
Transportation Development Act	Transportation Funding
Transportation Safety	

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

**STATE**

Staff recommended that the Active Transportation section be updated to remove redundant language while maintaining our commitment for more active transportation funding. This section was also updated to include support for initiatives to address extreme heat impacts.

Next, staff recommended updating the Affordable Housing & Housing Production section to include the Regional Council's recently adopted goals for sponsored legislation, specifically an expansion of the Infill Infrastructure Grant program and support for new incentives for local communities to approve new housing. In addition, staff recommends adding new points to express support for policies that expand access to homeownership and preserve existing affordable housing in this section.

Staff also recommended updates to the Broadband Access section to express support for additional funding and resources for tribal lands and anchor institutions. Staff also recommended the addition of two points that express support for further collaboration among all levels of government for expanding broadband infrastructure. The State and Federal sections were updated to maintain their consistency.

Staff recommended the Building Resilience section to be updated to express support for net-GHG reducing agriculture and integrated planning for land use with water supply and quality. The addition of these two points would make the Platform more consistent with Connect SoCal.

Due to the increased recognition of the supply-chain crisis and congestions at Southern California's ports, staff recommended the addition of a point in the Freight and Goods Movement section to express support for funding strategies that recognize the disproportionate goods movement impacts that the Southern California region faces.

Staff recommended updates to the Project Streamlining section to express support for reforming the implementation of SB 743's Vehicle Miles Traveled provisions to ensure that Southern California's unique and diverse landscapes are considered.

Staff recommended the inclusion of a point in the Technology and Data section to express support for a life-cycle approach for new zero emission and alternative fuel technologies, and specifically for batteries that power electric vehicles. During the deliberations at the January 18, 2022 LCMC meeting, Committee Members asked for a new point added to this section to express support for conducting a siting study for alternative fuel and electric vehicle charging and refueling infrastructure. Upon further research, staff confirmed that SCAG is already conducting the Passenger Electric Vehicle Charging Station Study (EVCSS) and the Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study. Therefore, staff recommends that the RC include a new advocacy point that expresses support for securing funding to assist with the implementation of the findings of these studies, to address the LCMC's concern and direction. This proposed point would be included in the federal Environment and Air Quality section, as well.

## **FEDERAL**

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In addition to technical clean-ups and consistency changes mentioned above, staff recommends merging the former Surface Transportation Policy and Transportation Funding sections. Staff makes this recommendation because the recently enacted IJJA contained many of the surface transportation policy priorities previously included in those two separate sections.

Prior Committee Action

At its January 18, 2022, meeting, the LCMC voted 13-0 to forward the 2022 State and Federal Legislative Platform to the Regional Council with a recommendation to approve. Along with the motion to forward the mid-cycle update to the RC, the LCMC voted to include a new advocacy point that would express SCAG’s support for funding to conduct a regional siting study for electric vehicle charging and alternative fuel infrastructure. Upon further research, staff confirmed that SCAG is already conducting the Passenger Electric Vehicle Charging Station Study (EVCSS) and the Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study. Therefore, staff recommends the addition of point 54 in the State section and point 12 in the Federal section, as follows:

- Building upon SCAG’s work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

Staff recommends the inclusion of the point above to express support for securing funding to assist with the implementation of the findings of these ongoing studies and to address the LCMC’s direction on this issue. Staff also recommends that the proposed point be included in the federal Environment and Air Quality section, as well.

**FISCAL IMPACT:**

Work associated with the Legislative Platform Mid-Cycle Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. 2021 SCAG Legislative Platform Proposed Changes - Clean
2. 2022 SCAG Legislative Platform Proposed Changes - Redline



## ABOUT SCAG

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

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

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

## SCAG'S LEGISLATIVE PROGRAM

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

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

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

## STATE

### Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

### Affordable Housing & Housing Production

3. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
4. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
5. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
6. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
7. Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
8. Advocate for stronger coordination with HCD to support the efforts of jurisdictions to realize shared housing production goals by providing greater flexibility for local jurisdictions conducting housing element updates and for jurisdictions that have completed their housing elements and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.
9. In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
10. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.3 million units, as provided by HCD, a number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of competitive housing programs.
11. As the population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support pandemic rental assistance programs to assist renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction, and financial hardship due to the public health emergency.
12. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
13. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

14. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.

#### Broadband Access

15. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
16. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
17. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

#### Building Resilience

18. Advocate that communities affected by natural disasters receive the resources they need to rebuild.
19. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
20. In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
21. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.
22. Support preservation of net-GHG reducing agriculture with a focus on economic development, local food production, and supply.
23. Promote the integrated planning for land use with water supply and quality.

#### Cap & Trade

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

#### Congestion Reduction

28. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
29. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.

30. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

#### Economic Development

31. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
32. Support identification of ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

#### Expanding Opportunity

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

#### Freight & Goods Movement

35. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
36. Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
37. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
38. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Government Efficiency

39. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.
40. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings via teleconference and other electronic means.

#### Project Streamlining

41. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
42. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
43. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.
44. Support efforts to reform the implementation of SB 743's Vehicle Miles Traveled (VMT) provisions, such as more comprehensive CEQA guidance concerning "additionality," unintended consequences for

housing development, and regional solutions, and project-specific design considerations for the State's unique and diverse landscapes.

#### Public Health

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

#### Racial Justice

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

#### Technology & Data

50. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
51. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
52. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
53. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.
54. Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

#### Transportation Development Act

55. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.



56. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

#### Transportation Funding

57. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
58. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
59. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
60. Support increased funding for transportation projects based on applied regional performance metrics.
61. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.
62. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

#### Transportation Safety

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

### **FEDERAL**

#### Affordable Housing, Homelessness, & Local Government

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

#### Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.

5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses unrelated to the nation's aviation transportation system.

#### Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
8. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
9. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

#### Environment & Air Quality

10. Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.
11. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.
12. Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

#### Freight & Goods Movement

13. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
14. Support increased transparency measures for competitive grant awards.
15. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
16. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
17. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Project Streamlining

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

#### Public Health

19. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open

space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

20. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
21. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

#### Public-Private Partnerships

22. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
23. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
24. Support efforts to protect the tax exemption of municipal bonds.

#### Public Transit & Mobility

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

#### Racial Justice

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

#### Surface Transportation Policy & Funding

29. Support increased federal funding to provide stable investments into the national infrastructure and transportation system.
30. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
31. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.
33. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.

34. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
35. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
36. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
37. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP) program.



## ABOUT SCAG

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

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

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

## SCAG'S LEGISLATIVE PROGRAM

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

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

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

## STATE

### Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking.
- ~~2. Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.~~
- ~~3.2.~~ Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

### Affordable Housing & Housing Production

- ~~3. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.~~
- ~~4. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.~~
- ~~4.5.~~ Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
- ~~5.6.~~ While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
- ~~6.7.~~ Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
- ~~7.8. As Advocate for stronger coordination with HCD to support the efforts of jurisdictions in the SCAG region work to accommodate a 6<sup>th</sup>-Cycle RHNA allocation of 1.3 million units, as provided to realize shared housing production goals by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5<sup>th</sup> cycle, advocate for providing greater flexibility to for local jurisdictions for their conducting housing element updates and for jurisdictions that have completed their housing elements and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.~~
- ~~8.9.~~ In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
- ~~9.10. Continue to refine Advocate for funding programs and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect that support regional equity to accommodate the reality SCAG region's 6th Cycle RHNA allocation of Southern California's growth patterns, such 1.3 million units, as Integrated Connectivity Projects. Support provided by HCD, a regional equity goal number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of AHSC revenues competitive housing programs.~~
11. As the homeless population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support new state

~~funding pandemic rental assistance~~ programs to assist ~~cities, counties, and regional collaborations to address renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential~~ ~~eviction prevention,~~ and ~~financial hardship due to~~ the ~~challenges associated with~~ public health emergency.

~~10-12.~~ While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

13. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

14. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.

#### Broadband Access

~~11-15.~~ Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.

16. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.

17. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

#### Building Resilience

~~12.~~ ~~Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.~~

~~13-18.~~ Advocate that communities affected by natural disasters receive the resources they need to rebuild.

~~14-19.~~ Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.

~~15-20.~~ In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.

~~16-21.~~ Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. ~~Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.~~

22. Support preservation of net-GHG reducing agriculture with a focus on economic development, local food production, and supply.

23. Promote the integrated planning for land use with water supply and quality.

#### Cap & Trade

~~17-24.~~ Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.

~~18-25.~~ Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.

~~19-26.~~ Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.

~~20-27.~~ Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

#### Congestion Reduction

~~21-28.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

~~22.~~ Support legislation that expands access to commuter benefit programs for employees.

~~23-29.~~ Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.

~~24-30.~~ Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

#### Economic Development

~~31.~~ Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.

~~32.~~ Support identification of ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

#### Expanding Opportunity

~~25-33.~~ Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.

~~26-34.~~ Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

#### Freight & Goods Movement

~~27-35.~~ Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.

~~28-36.~~ Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.

~~29-37.~~ Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

~~38.~~ Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Government Efficiency

~~30-39.~~ Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote, while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.



~~31.40.~~ Support legislative efforts to ~~make permanent aspects of Governor Newsom’s Executive Order N 29-20 which modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and~~ allow local government agencies ~~to conduct flexibility in conducting~~ official meetings via teleconference and other electronic means ~~without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.~~

Project Streamlining

~~32.41.~~ While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.

~~33.42.~~ Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.

~~34.~~ Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes to expedite legal review of CEQA challenges.

~~35.43.~~ Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

44. Support efforts to reform the implementation of SB 743's Vehicle Miles Traveled (VMT) provisions, such as more comprehensive CEQA guidance concerning "additionality," unintended consequences for housing development, and regional solutions, and project-specific design considerations for the State's unique and diverse landscapes.

Public Health

~~36.45.~~ Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

~~37.46.~~ Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.

~~38.47.~~ Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

~~39.48.~~ Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

~~40.49.~~ Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

~~41.50.~~ Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.

~~42-51.~~ Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies ~~and~~, mobility choices, land use collaboration, and regional conservation opportunities.

~~52.~~ Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ~~ensures~~ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

~~53.~~ As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

~~43-54.~~ Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

#### Transportation Development Act

~~44-55.~~ Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

~~45-56.~~ Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

#### Transportation Funding

~~46.~~ ~~Support additional emergency funding for the SCAG region's local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.~~

~~47-57.~~ Protect all existing and new ~~sources of~~ transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.

~~48-58.~~ Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.

~~49-59.~~ Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.

~~50-60.~~ Support increased funding for transportation projects based on applied regional performance metrics.

~~51-61.~~ Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.

~~52-62.~~ Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

#### Transportation Safety

~~53-63.~~ Support legislation and updated, statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to

combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.

~~54-64.~~ Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.

~~55-65.~~ Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

## FEDERAL

### Affordable Housing, Homelessness, & Local Government

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

### Aviation

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

### Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
8. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
9. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

### Environment & Air Quality

~~8. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero emission vehicle (ZEV) requirements.~~

~~9-10.~~ Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.

11. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

~~10.12.~~ Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

#### Freight & Goods Movement

~~11.13.~~ Support increased funding and policy proposals in the surface transportation authorization and annual appropriations bills that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.

~~12.~~ Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.

~~13.14.~~ Expand the INFRA program to include both competitive and formula based awards and support increased transparency measures for competitive grant awards. Reestablish the Projects of National and Regional Significance (PNRS) program for large freight/goods movement projects.

~~14.15.~~ Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.

~~16.~~ Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

~~15.17.~~ Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Project Streamlining

~~16.18.~~ Support measures that expedite and streamline both project development and delivery.

#### Public Health

~~17.19.~~ Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

~~18.20.~~ Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

~~19.21.~~ Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

#### Public-Private Partnerships

~~20.22.~~ Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.

- ~~21. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.~~
- ~~22. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.~~
23. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allowenable savings to be reinvested in additional infrastructure upgrades at airports, ~~sea ports~~seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
24. Support efforts to protect the tax exemption of municipal bonds.

#### Public Transit & Mobility

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

#### Racial Justice

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

#### Surface Transportation Policy ~~Reauthorization~~ & Funding

29. ~~Support a long term surface transportation reauthorization with~~Support increased federal funding to provide stable investments into the national infrastructure and transportation system.
- ~~30. Continue the Infrastructure for Rebuilding America (INFRA) grant program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation's major freight corridors.~~
- ~~31.~~30. Expand eligibility for any planning grant programs ~~in a surface transportation policy bill~~ to include MPOs as eligible recipients.
- ~~32.~~31. ~~Support a surface transportation reauthorization bill that includes~~Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local ~~investment~~investments while leveraging federal dollars to deliver transportation improvements.
- ~~33.~~32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

#### Transportation Funding

- ~~34.~~33. Support a transition to a mileage-based user fee funding mechanism as a replacement to ~~the~~ federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. ~~Support modest increases~~Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
- ~~35.~~34. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.

- ~~36.35.~~ Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
- ~~37.36.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
- ~~38.37.~~ Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP) program.



AGENDA ITEM 9  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

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

**Subject:** SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve up to \$15,000 for memberships with the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*At its January 18, 2022, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$15,000 to retain membership with the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000).*

**BACKGROUND:**

**Item 1:** California Contract Cities Association  
**Type:** Membership      **Amount:** \$5,000

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of CCCA is to serve as an advocate for cities contracting for municipal services and to ensure they receive these services at a minimum cost. Through educational seminars, networking opportunities, and partnerships with numerous public, private, and not-for-profit organizations, the Association provides meaningful resources to influence policy decisions affecting member cities. The Association is composed of 73 member cities and represents more than 7.5 million residents from across California.

SCAG staff is recommending that the agency maintain membership at the "Silver" level, which will provide SCAG with the following:

- 
- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) agency representative);
  - Link to SCAG website in Associate Members Directory on CCCA website;
  - Priority Selection for Annual Municipal Seminar booth location;
  - Sponsor recognition (including signage) at educational seminars;
  - Invitation to select CCCA City Managers/Administrators Committee meetings;
  - Access to CCCA membership roster and conference registration lists;
  - One (1) registration at the Annual Municipal Seminar;
  - Participation on the Associate Members Program Steering Committee;
  - (2) SCAG social media recognitions per year;

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**Item 2: FuturePorts**

**Type:** Membership                      **Amount:** \$5,000

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FuturePorts was established in 2005 and serves as a voice for its members in the goods movement supply chain in order to advocate for a balance between business, environment, and community concerns at the San Pedro Bay Ports (Ports of Los Angeles and Long Beach). Their members represent the entire goods movement supply chain, including businesses that support the goods movement industry and labor and trade unions that work at the ports. Their objective is to ensure a healthy economic and environmental future supporting green growth at the ports. In the dozen years since it was founded, FuturePorts has positioned itself as a leader in the movement for rational and balanced growth, representing business interests at both the Ports of Los Angeles and Long Beach commission meetings; Los Angeles and Long Beach city council meetings; public hearings; and other community events. They write letters, provide outreach, and engage the support of other business organizations and stakeholders as we work toward common goals of growing and greening our ports.

SCAG has been a sponsor of the annual FuturePorts conference in the past, but the growing importance of goods movement to the Southern California economy is making it increasingly necessary for the agency to maintain its ability to effectively participate in dialogue and discussion on such an important facet of the region's economy.

SCAG staff is recommending that the agency maintain membership in FuturePorts. This unique membership/sponsorship package, in the amount of \$5,000, includes both membership dues as well as sponsorship of the FuturePorts conference:

- Sponsorship of the annual FuturePorts conference at the "Silver Level," which includes:
    - Five (5) conference registrations;
    - Full-page color ad on Conference Program;
-



- Tabletop exhibit;
- Listing in Conference mobile app as a sponsor;
- Logo listing on PowerPoint "loop" during breaks; and
- Verbal recognition at event.

Membership dues provide the Agency with the following benefits:

- Eligibility to serve on FuturePorts Board of Directors and Committees;
- Access to member-only communications;
- Reduced registration fee at FuturePorts signature events;
- Three (3) complimentary attendees for all FuturePorts member-only events;
- Recognition at FuturePorts Annual Conference, VIP Reception, and member meetings;
- Opportunity to introduce speaker at member meeting;
- Social media promotion;
- Color logo linked on online membership directory;
- Invitation to policy-maker meetings;
- Premium branding on all communications; and
- Access to custom advocacy.

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**Item 3:** Mileage-Based User Fee Alliance

**Type:** Membership      **Amount:** \$5,000

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The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of 40 public and private sector entities from across the United States, including AAA, California Department of Transportation (Caltrans), CDM Smith, WSP (formerly Parsons Brinckerhoff), and nine other state departments of transportation. Staff is recommending continued membership in this group. MBUFA provides members with up-to-date information on all mileage-based use fee activities worldwide through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, and invitations to attend briefings at quarterly meetings and input towards MBUFA's educational efforts.

**PRIOR COMMITTEE ACTION:**

Staff presented the memberships for the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000) to the LCMC at its meeting on January 18, 2022. The LCMC approved all three items unanimously as part of its consent calendar.



**FISCAL IMPACT:**

\$5,000 for membership in the Mileage-Based User Fee Alliance is included in the approved FY 21-22 Indirect Cost budget. \$10,000 for SCAG's memberships with the Contract Cities Association and FuturePorts is included in the approved FY 21-22 General Fund budget.



AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Kevin Kane, Senior Regional Planner  
(213) 236-1828, kane@scag.ca.gov

Subject: Connect SoCal 2024 Preliminary Regional and County Growth Projections

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*Among the first steps in Connect SoCal 2024 is the development of growth projections for households, employment, and population in the region and six counties. With the help of an expert panel and consultants, staff developed a framework and high, medium, and low regional growth ranges for discussion. These ranges were presented to CEHD in September and November 2021. As background for the Joint Policy Committee Meeting, this report presents the preliminary regional and county forecast for growth from 2019 to 2050, the Connect SoCal horizon, and next steps. In March, the CEHD will consider principles and a process which will guide local jurisdiction input and review of Connect SoCal 2024's forecasted regional development pattern at the local levels.*

**BACKGROUND:**

Understanding the demographic and economic underpinnings of the region's future growth sets the stage for Connect SoCal 2024's next formative steps, which include allocating where within each of the region's counties this growth is likely to occur and the development of additional plan strategies.

Even before the COVID-19 pandemic, emerging data suggested that the growth trajectory of Connect SoCal 2020 would require reassessment and downward revisions were likely.<sup>1</sup> Fewer

<sup>1</sup> For its horizon year of 2045, Connect SoCal 2020 had projected a regional population of 22.5 million, 7.6 million households, and 10.0 million jobs.

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births, more deaths, and temporary slowdown of foreign immigration from the pandemic will result in a few years of near-zero or even negative population growth. While these near-term shocks have been assessed and integrated into forecast assumptions, the primary goal of the Connect SoCal 2024 forecast is to assess growth to 2050. This long-range exercise is more influenced by the strengths of Southern California compared to other US regions. With a favorable mix of industries, strong innovation hubs, a welcoming culture, and desirable natural amenities, it is difficult to foresee Southern California decreasing in jobs compared to the US. As such, the middle growth scenario titled “Slower growth, steady improvement” reflects the overall direction of the preliminary Connect SoCal 2024 projection.

While population growth is expected to continue, albeit more slowly, there are two major reasons why the growth rate in households is expected to exceed the population growth rate. First, the population is ageing even more quickly than previously anticipated which increases the number of small households. Second, evidence is also emerging that continued strength in housing production despite low population growth is beginning to address the previously existing housing shortage. This is reflected in the forecast with household formation rates which gradually return to more normal levels such as those seen during the mid-2000s.

While there are still unknowns, that is the nature of long-range forecasting. Staff have integrated new 2020 Census data and completed a deep, expert-driven review of these unknowns to deliver the most robust possible forecast for 2050 upon which to build the rest of Connect SoCal 2024.

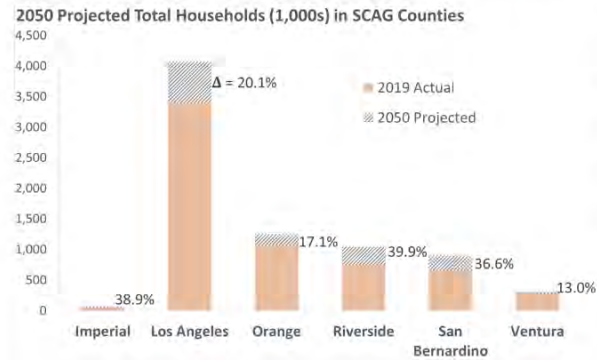
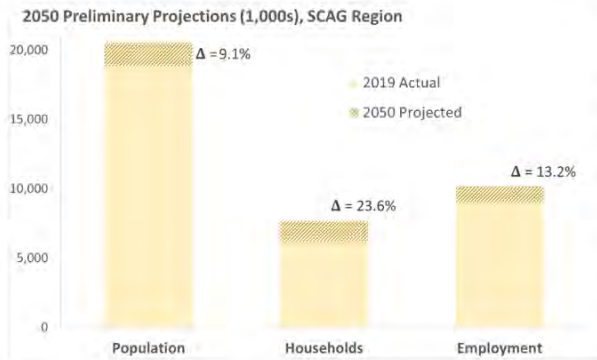
The below tables and figures provide SCAG’s preliminary growth forecast for the region and six counties for the Connect SoCal 2024 horizon. The attached reports from the Population Reference Bureau and the Center for the Continuing Study of the California Economy provide additional detail on forecast assumptions and modeling practice.



**SCAG Connect SoCal 2024 Preliminary Regional and County Growth Forecast**  
*Provided to SCAG's Joint Policy Committee on February 3, 2022*

	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	% Growth
<b>Total Population</b>										
Imperial	181,000	180,000	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,018,000	10,079,000	10,233,000	10,423,000	10,590,000	10,673,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,188,000	3,212,000	3,253,000	3,307,000	3,372,000	3,422,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,418,000	2,509,000	2,608,000	2,699,000	2,783,000	2,866,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,182,000	2,222,000	2,263,000	2,306,000	2,376,000	2,433,000	2,477,000	302,000	13.9%
Ventura	846,000	844,000	841,000	842,000	845,000	846,000	843,000	838,000	(8,000)	-1.0%
CAG	18,832,000	18,830,000	19,049,000	19,392,000	19,780,000	20,171,000	20,444,000	20,551,000	1,719,000	9.1%
<b>Total Households</b>										
Imperial	52,000	52,000	56,000	61,000	65,000	68,000	70,000	72,000	20,000	38.9%
Los Angeles	3,392,000	3,420,000	3,602,000	3,785,000	3,931,000	4,019,000	4,067,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,077,000	1,122,000	1,165,000	1,199,000	1,227,000	1,247,000	1,249,000	182,000	17.1%
Riverside	747,000	763,000	822,000	883,000	935,000	977,000	1,013,000	1,045,000	298,000	39.9%
San Bernardino	657,000	668,000	725,000	776,000	816,000	851,000	878,000	898,000	241,000	36.6%
Ventura	277,000	280,000	293,000	305,000	313,000	316,000	315,000	313,000	36,000	13.0%
SCAG	6,192,000	6,260,000	6,622,000	6,975,000	7,259,000	7,456,000	7,590,000	7,652,000	1,460,000	23.6%
<b>Total Employment</b>										
Imperial	69,000	69,000	73,000	78,000	82,000	85,000	88,000	91,000	21,000	30.5%
Los Angeles	5,037,000	4,622,000	5,112,000	5,262,000	5,384,000	5,454,000	5,461,000	5,430,000	393,000	7.8%
Orange	1,806,000	1,657,000	1,869,000	1,926,000	1,974,000	2,004,000	2,011,000	2,006,000	200,000	11.1%
Riverside	848,000	805,000	905,000	973,000	1,041,000	1,103,000	1,156,000	1,204,000	356,000	41.9%
San Bernardino	860,000	838,000	903,000	948,000	992,000	1,028,000	1,053,000	1,072,000	212,000	24.7%
Ventura	366,000	346,000	371,000	376,000	379,000	379,000	374,000	367,000	2,000	0.4%
SCAG	8,986,000	8,337,000	9,233,000	9,562,000	9,851,000	10,053,000	10,144,000	10,170,000	1,184,000	13.2%

*Note: Figures rounded to the nearest 1000. Regional totals and growth percents based on unrounded data.*



The next step of the Connect SoCal 2024 growth forecast is to develop a forecasted regional development pattern consistent with SB375 (2008) requirements which allocates growth to the jurisdictional and transportation analysis zone (TAZ) levels. Government Code 65080(b)(2)(B) et seq. requires that SCAG:

*“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”*

With the assistance of the Technical Working Group (TWG), SCAG plans to engage directly with all 197 local jurisdictions through the Local Data Exchange (LDX) process<sup>2</sup> in order to review data inputs and preliminary projections. While data development and initial outreach is underway, staff plan to complete a preliminary set of jurisdictional and traffic analysis zone (TAZ)-level projections for local review in Spring 2022. Based on prior adopted plan practice and statutory requirements,

<sup>2</sup> For Connect SoCal 2020, this process was referred to as the Bottom-Up Local Input and Envisioning Process

staff proposes the following principles in developing and refining the forecasted regional development pattern in collaboration with local jurisdictions:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use available local general plan information as a starting point, and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and ongoing planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies adopted by the SCAG Regional Council with Connect SoCal in September 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect policies including the 6<sup>th</sup> cycle housing element process and be assessed considering SCAG's SB 375 greenhouse gas emission reduction targets.

Following additional refinement, staff plans to present these principles and additional detail of the Local Data Exchange process to the CEHD Committee in March 2022.

**FISCAL IMPACT:**

Work for this item is covered by OWP item 055.4856.04 Regional Growth and Policy Analysis.

**ATTACHMENT(S):**

1. Population Reference Bureau - SCAG forecast summary
2. CCSCE - Preliminary Job Projections
3. PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection



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## Memorandum

Date: January 11, 2022  
From: Beth Jarosz, PRB  
To: SCAG Joint Policy Committee  
Subject: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050

In consultation with an expert panel, the Population Reference Bureau (PRB), SCAG staff, and Center for Continuing Study of the California Economy (CCSCE) jointly developed a projection of population, households, and employment for the SCAG region and its six individual counties from 2019-2050 for use as Connect SoCal 2024's preliminary forecast. This report details:

- Long range forecast development and practice
- Brief description of models used
- Expert panelists and key points
- Regional ranges: exploring high, medium, and low growth
- SCAG regional projection
- Assumptions and model results
  - Population growth and aging
  - Relationship to job growth
  - Household formation
- County projections

Producing any long-range projection requires making assumptions in the face of future uncertainty. While uncertainty may seem particularly high in light of the ongoing pandemic, sociopolitical polarization, labor shortages, supply chain disruptions, and inflation, the reality is that any three-decade period is likely to have dramatic disruptions such as 1970s stagflation, 1980s banking crisis, 1990s digital revolution, and 2000s Great Recession. The early years of the projections presented here predict very slow growth and, in some years, population decline, but—as described at the December 2021 SCAG Economic Summit—the region continues to demonstrate economic resilience in the face of current challenges. There is reason to be confident that the region will resume growth over the long term.

Long-range forecasting can and must use the best available expert opinion to assess the effects of existing and likely future policy and other conditions which can change the future levels of population, households, and jobs. This includes, for example, the future of federal immigration policy, the likelihood and potential scope of future childcare-supportive policy, changes in state housing policy, as well as technological and environmental change.



To solicit expert input, SCAG held two Panel of Experts meetings in August 2021. SCAG staff and outside experts reviewed trend predictions and assumptions for the regional growth forecast. Panelists were asked to consider the most likely, but also reasonable higher and lower levels of seven key inputs to SCAG’s long-range forecast. These included **jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation**. Panelists did not always achieve consensus in their feedback, but in general, they expect conditions that would result in slowing population growth, moderate job growth, and faster household growth.

The regional growth forecast reflects recent and past trends, key demographic and economic assumptions, and expectations for local, regional, state, and national policy, with input from the Panel of Experts, mentioned above and described in more detail below. The objective of the forecast is to project reasonably foreseeable future growth in population, households, and employment over a long-range time horizon extending from 2019-2050. It is the technical underpinning of much of the policy work associated with the development of the RTP/SCS.

### Technical Framework for Developing Regional Projections

As described in further detail in the Regional Growth Forecast Framework presented to the CEHD committee in September 2021 and reviewed in November 2021, SCAG projects population using a cohort-component model. Cohort-component models are widely used in population forecasting and are based on the demographic equation that population at a future point is equal to the existing population plus births and in-migrants and minus deaths and out-migrants (Figure 1).<sup>1</sup>

SCAG’s age, sex, and race/ethnicity-specific population forecasts are assigned to group quarters or household populations, based on historical patterns of group quarters residence. Group quarters populations are expected to live in dorms, barracks, prisons, or other group residential facilities. Household population data are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households. Similarly, labor force supply is projected by applying labor force participation and double-jobbing rates to the population.

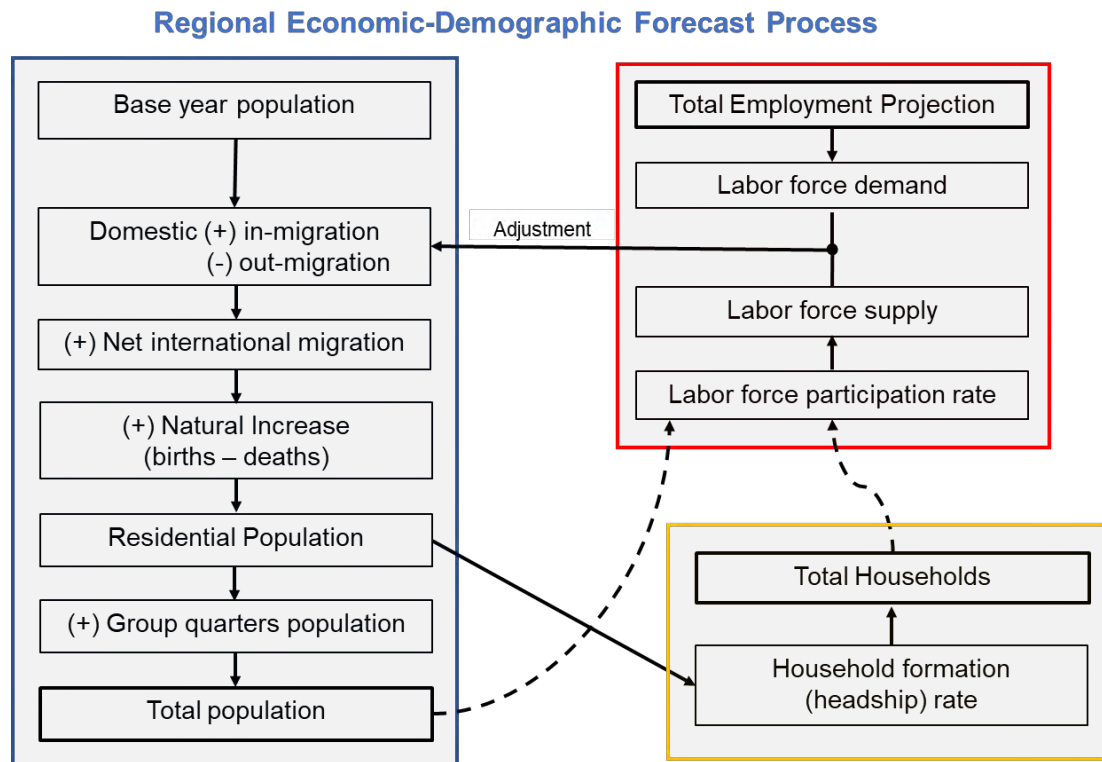
SCAG projects employment using a shift-share model. Household formation rates are applied to the population to project households (Figure 1). To ensure model sensitivity to demographic trends, the cohort component, household, and labor force components of the model rely on male and female population by single year of age and eight racial/ethnic groups.

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<sup>1</sup> Thomas Wilson, Irina Grossman, Monica Alexander, Philip Rees, Jeromey Temple, “Methods for small area population forecasts: state-of-the-art and research needs,” SocArcXiv (2021), <https://osf.io/preprints/socarxiv/sp6me/>.

Jacob Siegel and David Swanson, *The Methods and Materials of Demography* (San Diego, CA: Elsevier. 2004).

Figure 1: Regional Forecast Framework Includes Interrelationships Between Population, Jobs, and Housing



The development of regional projection ranges began with a baseline employment projection produced by the CCSCE and three population projections developed by SCAG and PRB staff and utilizes inputs and insights from the Panel of Experts.

In two sessions held on August 5, 2021 and August 11, 2021, SCAG convened a forecast Panel of Experts to review trend predictions and assumptions for the regional growth forecast. Panelists included economists and demographers representing industry, academia, and government (Table 1). The panel also included expertise across each of the six SCAG counties. Two outside experts, Beth Jarosz of the Population Reference Bureau and Steve Levy of the Center for Continuing Study of the California Economy, moderated along with SCAG staff.

*Table 1: Participants in the Panel of Experts*

<b>Name</b>	<b>Affiliation</b>
<b>Billy Leung</b>	Regional Economic Models, Inc.
<b>Dan Hamilton</b>	California Lutheran University
<b>Deborah Diep</b>	Cal State Fullerton, Center for Demographic Research
<b>Dowell Myers</b>	University of Southern California
<b>Jerry Nickelsburg</b>	UCLA Anderson Forecast
<b>John Husing</b>	Economics & Politics, Inc.
<b>John Weeks</b>	San Diego State University
<b>Mark Schniepp</b>	California Economic Forecast
<b>Michael Bracken</b>	Development Management Group, Inc.
<b>Richelle Winkler</b>	Michigan Technological University
<b>Simon Choi</b>	Chung-Ang University
<b>Somjita Mitra</b>	California Dept. of Finance, Economics Research Unit
<b>Wallace Walrod</b>	Orange County Business Council
<b>Walter Schwarm</b>	California Dept. of Finance, Demographic Research Unit

In addition to the panel meetings, panelists participated in a pre-meeting survey to solicit expectations about future growth as well as their input on the seven key model assumptions: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation.

Staff adopted CCSCE's total jobs projection (see separate report) as the baseline employment projection and adjusted it in order to balance with the population in SCAG's cohort-component model. This was done to reflect more recent input data suggesting lower population and fertility declines not captured in the inputs used in CCSCE's employment model and resulted in a reduction in population-serving jobs only.

Key points relevant to the baseline projection are as follows:

- Census 2020 indicates that the current population is lower than previously projected. The 2020 Census showed a SCAG region population of 18,824,382, which is below the 2016 base year population estimate (18,832,000) for the 2020 RTP/SCS.
- Since the 2020 RTP/SCS regional forecast was produced in July 2017, fertility rates have declined sharply in the SCAG region, mirroring national and global trends. In addition, the final few years of the last decade saw slowing international immigration and more net domestic out-migration.
- Despite the lower base year population, the region's number of households was far closer to expectations, largely due to the aging population and smaller average household sizes.
- The region lost over 700,000 jobs in 2020. However, by November 2021, the region had recovered 66.4% of the wage and salary jobs lost since February 2020. While this exercise focuses on a long-range forecast, expert assessment of short-term job

growth suggests a continued steep recovery, a return to pre-pandemic levels by late 2022, and continued strong growth through 2024.

- Other forecasts, such as the latest forecasts from the California Department of Finance and Caltrans, show a substantial slowing in population growth for the SCAG region. Both forecasts predict that the region’s population will grow slowly in the near term and then, before 2050, the population will begin to decline in the region.
- Labor force participation rates by race/ethnicity, age, and gender reflect the Panel of Expert’s insights that female and older-age labor force participation will increase in the long run.

### Regional Growth Ranges

Due to the various federal and state planning requirements that drive SCAG’s regional planning and the technical requirements of the activity-based travel demand model (ABM), the forecast must ultimately demonstrate a single growth trajectory. Exploring regional growth ranges helps acknowledge and assess the uncertainties described above in order to provide a strong basis for the preliminary regional baseline projection which will then be allocated to the jurisdiction and Transportation Analysis Zone (TAZ) levels for further review and plan development.

As part of a Regional Growth Ranges technical exercise, presented to CEHD in October 2021, staff developed low and high projection scenarios for population, households, and jobs. The scenarios were based on model assumptions—developed with input from and review by the Expert Panelists—shown in Table 2.

*Table 2: Assumptions for Regional Growth Forecast and Low/High Ranges*

<b>Factor</b>	<b>Regional Growth Forecast: Slower Growth, Steady Improvement</b>	<b>Low: Secular Stagnation</b>	<b>High: Robust and Equitable Future Growth Supported by Policy and Technology</b>
<b>Births</b>	1.5 births/woman	1.4 births/woman	1.6 births/woman
<b>Deaths</b>	Stable rates (2019) starting in 2022	Same	Rates decline through equity improvements
<b>Net Migration</b>	Net international migration is high, net out migration moderate	Net international migration is low, net out migration continues	Net international migration is high, net out migration is low
<b>Labor Force</b>	Slight increase, but close to 2019	Same	Same
<b>Household Formation</b>	Most groups return to 2005-07 levels.	No improvement (2015-19 levels)	Most groups return to 2005-07 levels.
<b>Economy</b>	Region remains competitive and innovative; climate	Climate change & high relative cost of living are challenges	Region captures a larger share of U.S. jobs; climate resilience and

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change has no net  
effect on growth

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easing cost of living  
encourage growth

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## Regional Projections

After the ranges exercise, SCAG staff took some additional panelist input and made minor modifications to the projections. Net domestic migration was adjusted downward for 2019-2022 to reflect the higher out-migration which was likely experienced during the pandemic and in the short-term future but has not yet been reflected in American Community Survey (ACS) or California Department of Finance (DOF) data. This results in a slightly lower regional population and household forecast by 2050.

The baseline population projection for the SCAG region suggests that the region will grow to just under 20.6 million residents by 2050 (Table 3). This is slightly lower than the 20.8 million mid-range projection presented to CEHD in November 2021. Revisions reflect the latest information about fertility, mortality, migration, and labor force participation rates.

*Table 3: Regional Projections 2019-2050 (Numbers in Thousands)*

	Population	Households	Employment
<b>2019 Actual</b>	18,832	6,192	8,986
<b>2050 Projection</b>	20,551	7,652	10,170
<b>Percent Change</b>	9.1%	23.6%	13.2%

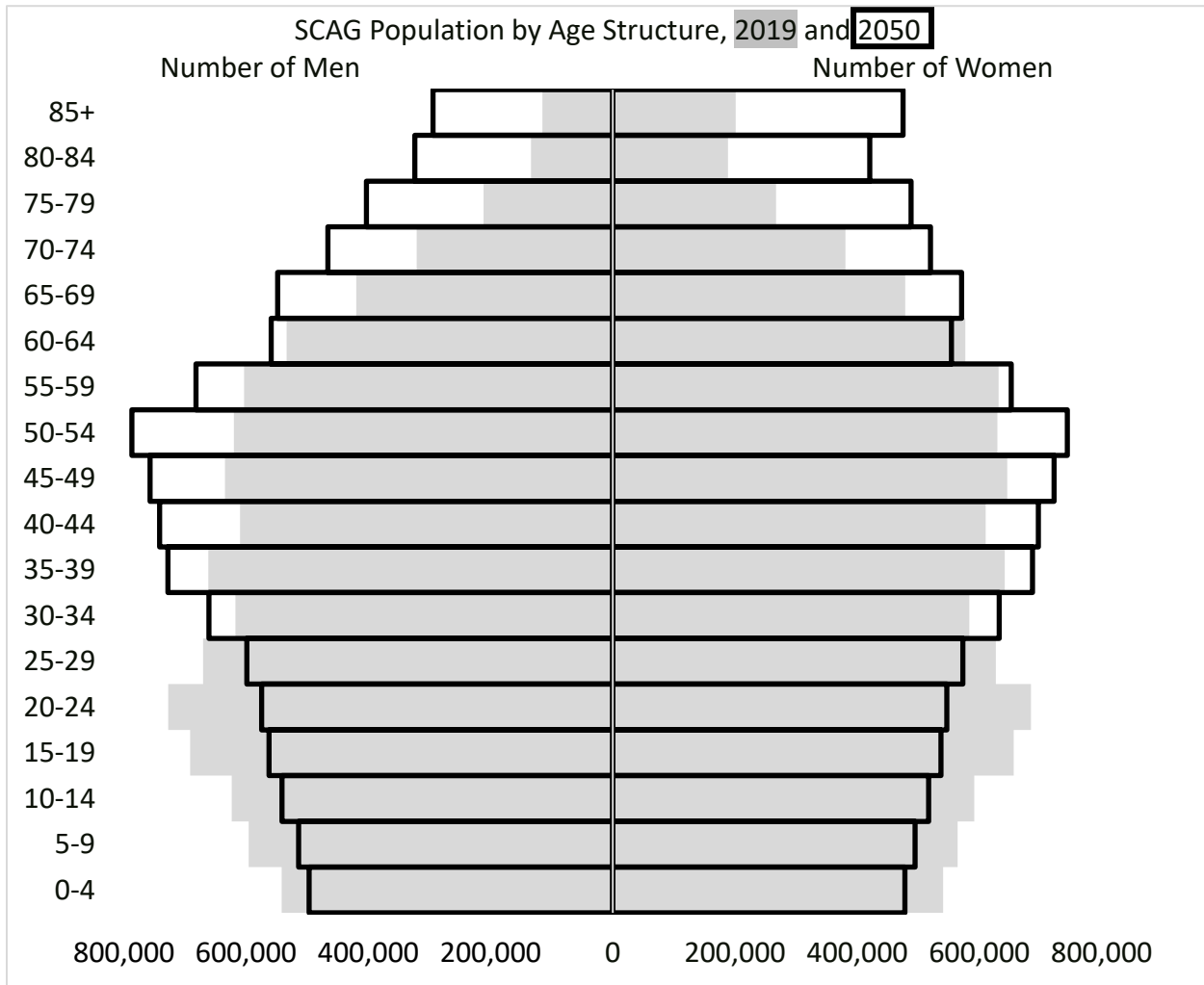
Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

While 2019 is the base year for the 2024 Regional Growth Forecast, data have been benchmarked to the 2020 Census counts that have been released through December 2021 including county population by race/ethnicity and broad age group (0-17 and 18 and older), group quarters and household population, and households. To do this benchmarking, SCAG used the existing 2020 population data from DOF by single year of age, sex, and eight racial/ethnic groups, grouped those to adult (ages 18 and older) and child (ages 0-17) population by racial/ethnic group and created adjustment factors that they applied to either increase or decrease the single-year-of-age population to match 2020 Census totals. SCAG then developed revised 2019 estimates by adjusting backward to match DOF's total population change between 2019 and 2020.

## Population Growth and Aging

A key characteristic of the regional growth forecast is the region's age structure. The current age structure, coupled with low fertility rates and moderate net migration, leads to dramatic population aging by 2050 (Figure 2). This aging of the population has implications for population growth, labor force composition, and housing demand, each of which are described in more detail below.

Figure 2: SCAG Region Likely to See Considerable Population Aging 2019-2050

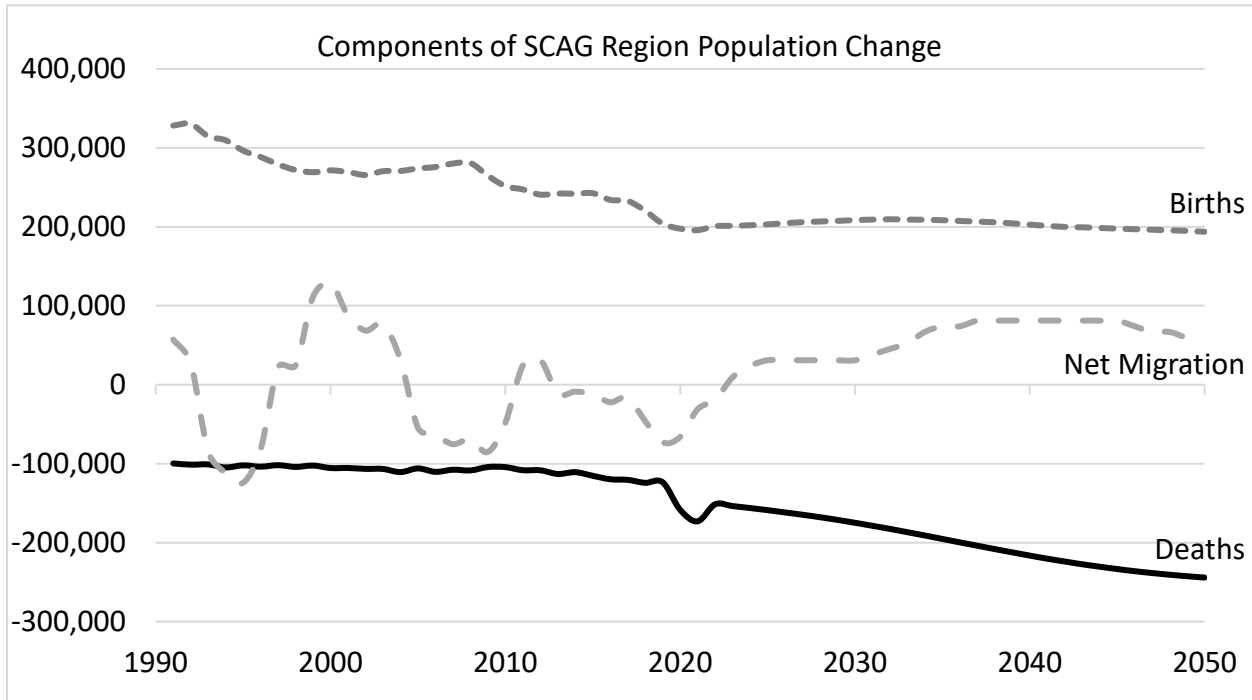


Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

The child population, ages 0-17, in the SCAG region is expected to decrease between 2019 and 2050—both as a share of the total population (22% to 18%) and in absolute number (4.2 million to 3.7 million). This decline will be driven, largely, by low birth rates. The population ages 18-64 is expected to grow slightly (11.9 million to 12.3 million) but decline in share (63% to 60%), and the population ages 65 and older is expected to grow rapidly both in number (2.7 million to 4.5 million) and share (14% to 22%). Within the oldest age groups, the population ages 85 and older is expected to more than double between 2019 and 2050.

Population growth is expected to be slow in the short term, with at least one year showing population loss. The slow rate of growth is the net result of a declining number of births, a rising number of deaths, and a moderate increase in net migration (Figure 3).

Figure 3: Future Population Change Will Be Driven by Rising Deaths, Offset by an Increase in Net Migration



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Birth rates have been falling in the SCAG region, across the nation, and worldwide. In this forecast, birth rates continue on the same trajectory they have been since their recent peak in the mid-2000s—falling for teens and young adults, rising at older ages. Forecast rates stabilize early in the forecast at approximately 1.5 births per woman. A combination of low birth rates and an aging population leads to a declining number of births in later years of the forecast.

From 2022 through 2050, projected mortality rates remain stable (at 2019 levels), reflecting uncertainty and lack of consensus among the Panel of Experts about the direction of change. Improvements in life expectancy had stalled even before the pandemic. Some panelists suggested that health care interventions could lead to improvements in life expectancy, while others suggested that climate change and COVID-19 could raise mortality and that rising rates of “deaths of despair” (suicide, overdose) were “just beginning” in California. However, even with stable rates, an aging population results in more deaths in later years of the forecast. Deaths are expected to outnumber births by the late 2030s.

In this forecast, immigration to the SCAG region returns to higher levels seen in the early 2000s with the expectation that the need for workers will continue to drive immigration. U.S. immigration policy is expected to remain favorable and Southern California remains a key destination for immigrants. The trend of net domestic out-migration continues in the short term, in part as family-seeking Millennials and middle-class workers consider out-of-region alternatives such as Texas, Arizona, and Nevada, and as telework-eligible workers choose lower-cost locations. However, increases in housing production combined with the continual draw of

jobs, amenities, and a welcoming culture result in net losses of fewer residents to other regions and states throughout the duration of the forecast.

Key points:

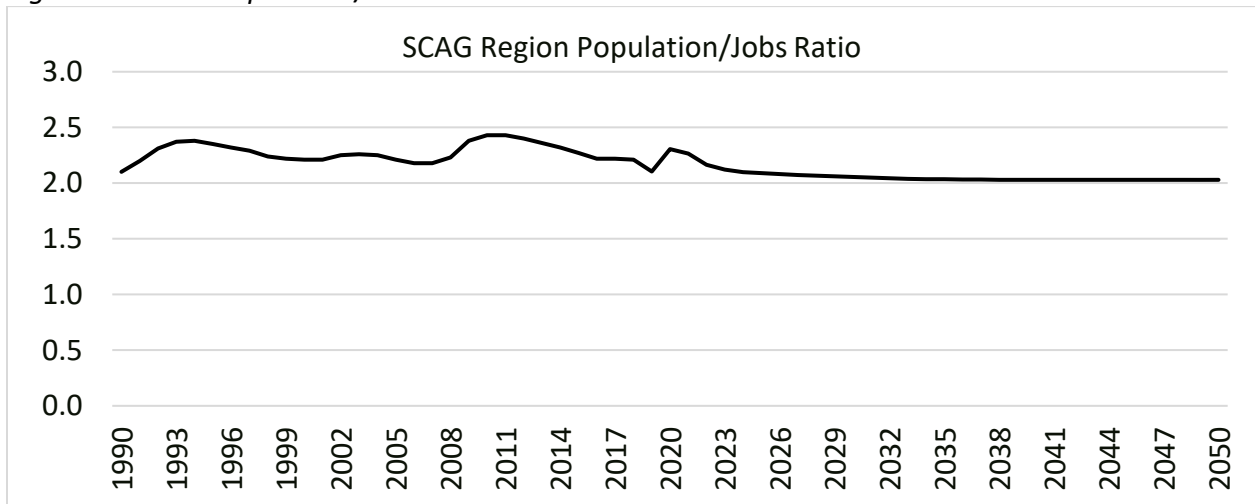
- An aging population will affect population growth, labor force composition, and housing demand.
- The number of births will fall and the number of deaths will rise, with deaths outnumbering births in later years of the forecast.
- Net migration will rise in response to job growth.

### Jobs and Labor Force

The region has been recovering from the pandemic-related recession and is expected to continue growing. The region’s growth outlook is due to structural economic advantages, such as a diverse industry mix, accessible ports, natural amenities, world-class educational institutions, and a welcoming place for all types of people, which promotes innovation. Recent investment in education increases regional human capital and provides a foundation for innovation. A detailed description of employment by industry projections is provided by CCSCE under separate cover.

High labor force participation mitigates the slower population growth, allowing job growth in the region to slightly outpace the nation as a whole. However, given that labor force participation drops at the oldest ages, as people retire, population aging is a drag on labor force growth, particularly in the later years of the forecast. To balance slow (and aging) population growth with robust job growth, this forecast assumes that labor force demand results in modest shifts in migration patterns—favoring a larger share of working-age adults moving to or staying in the region. This forecast assumption reflects the Panel of Experts’ perspective that the composition of migration flows may be a balancing factor between robust job growth and an aging population. The net result is a low-but-stable population/jobs ratio (Figure 4).

Figure 4: Stable Population/Jobs Ratio



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.



Key points:

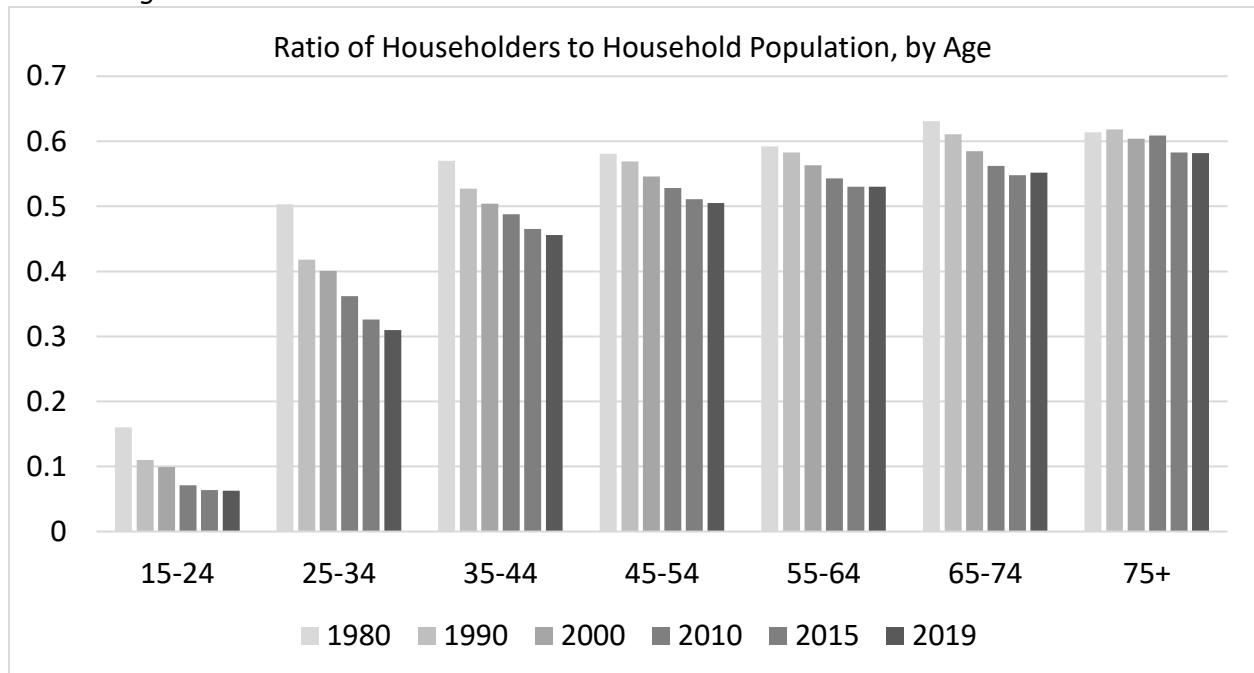
- Jobs are expected to return to pre-pandemic levels by late 2022, with continued strong growth through 2024.
- Job growth will lead to a tight labor market, which will keep labor force participation rates high, and will result in higher net migration of working-age adults.

Household Projections

Household projections are based on the household population, rather than the total population, because some people live in group quarters such as dorms, barracks, prisons, or other group quarters facilities. People living in group quarters represent about 2% of the region’s population, and that share remains fairly constant throughout the forecast.

Household demand is affected by a wide variety of factors, but some basic patterns of household formation vary throughout the life course (Figure 5). Rates tend to be lowest at youngest ages, as youth and young adults stay with their families or live with roommates—and those rates have been falling for decades as markers of the “transition to adulthood” (completing schooling, beginning full-time work, becoming financially independent, getting married, and becoming a parent) have been shifting to older ages. Rates tend to be highest at the oldest ages. Rates also vary by race/ethnicity.

Figure 5: Household Formation Rates Have Been Falling Across Age Groups, May Be Stabilizing at Older Ages



Source: U.S. Census Bureau.

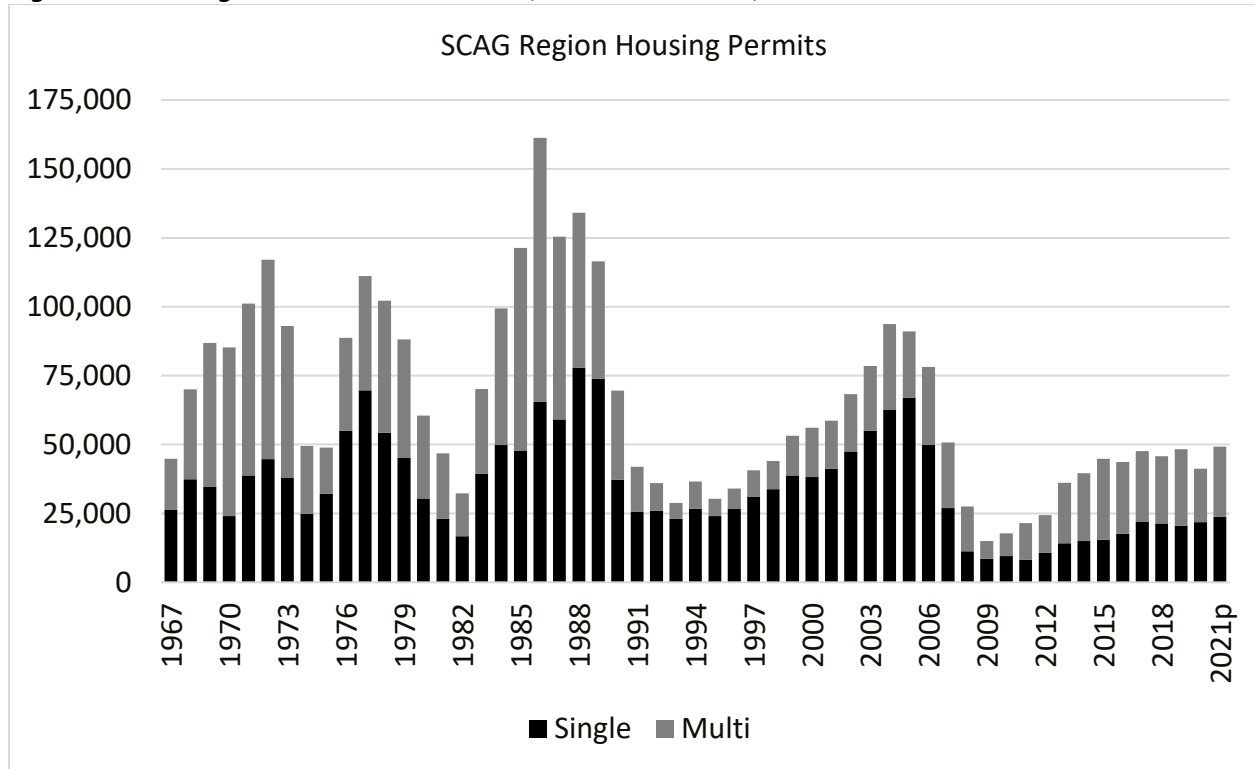
Because household formation rates are highest at the oldest ages, even if rates remained unchanged, population aging would result in faster household growth than population growth.

Due to aging alone, households would be expected to increase by more than 16 percent, compared with 9 percent population growth.

Household formation is also affected by the supply and cost of housing. People are more likely to live with extended family, friends, or roommates when housing costs are high and supply is low. This pattern of declining household formation is evident across nearly all age groups in the SCAG region from 1980 through 2015. (See Figure 5, above.) Declining rates among teens and young adults reflect, at least in part, national trends toward rising college enrollment and older age at marriage. However, much of the decline at other ages—and at least some of the decline at younger ages—can be attributed to high cost and increasing latent demand. In other words, adults may prefer to form their own households but may live with roommates or relatives due to economic pressures, particularly in high-cost regions. While rates dropped steadily for decades, the most recent 2019 data suggest that rates may be at an inflection point, at least for some age groups.

Housing construction dropped considerably in the wake of the Great Recession, and while it has rebounded somewhat in more recent years, it remains well below historic peaks (Figure 6). Nevertheless, recent changes in state housing policy are aimed at increasing housing supply.

*Figure 6: Housing Permits Peaked at 160,000 in the 1980s, Have Been Lower in Recent Years*



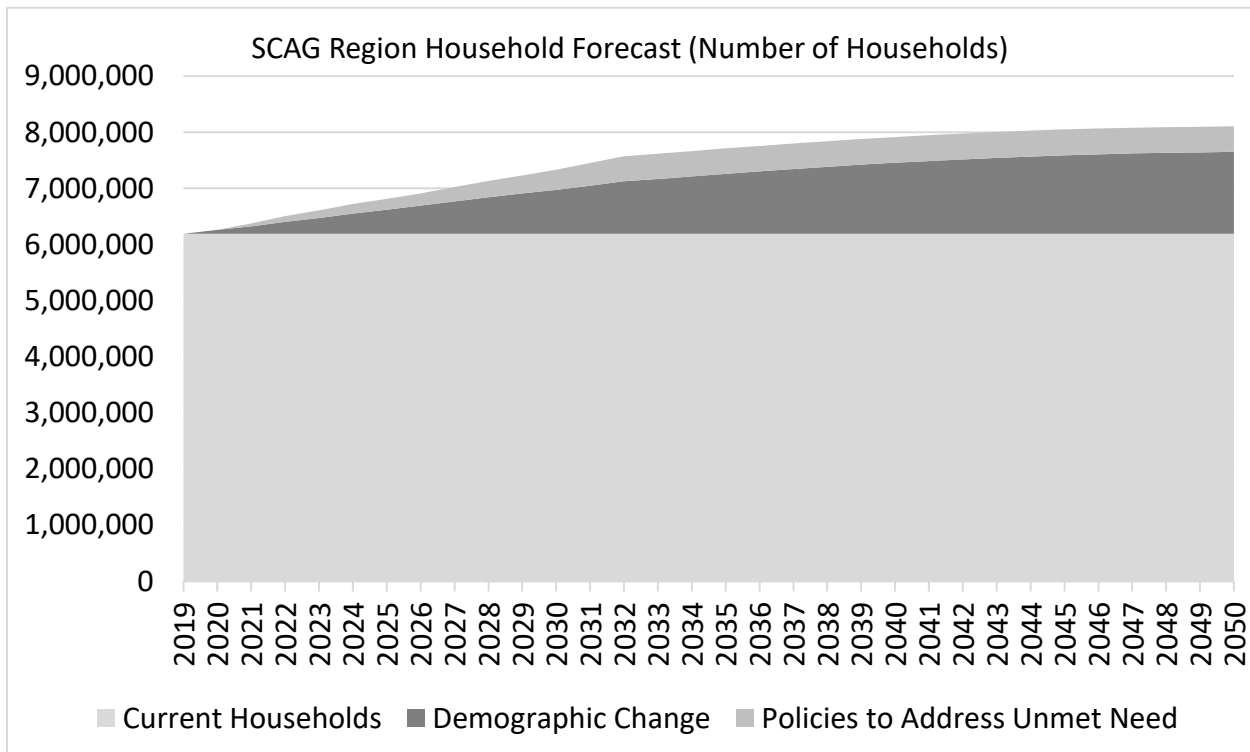
Source: Analysis by SCAG of CIRB New Units from Building Permit Data.

In addition to population aging, the household projections are based on an assumption that headship rates will trend back upward toward 2005-2007 levels for most age groups. This trend reflects an expectation that housing policies will successfully increase housing production to address existing unmet need (reflected in current overcrowding and vacancy rates). Although

this forecast assumes a return to higher headship for most ages, rates for teens and young adults are expected to stay low, reflecting nationwide demographic shifts described above. Headship rate assumptions in this forecast are similar to those used by the California Department of Finance when projecting household growth for 2030.

Figure 7 shows the share of forecasted household growth attributable to demographic change and the share attributable to policy-related increases in housing supply. While policy assumptions to address unmet need do result in household growth, demographic change accounts for nearly three-quarters of the change over the forecast period.

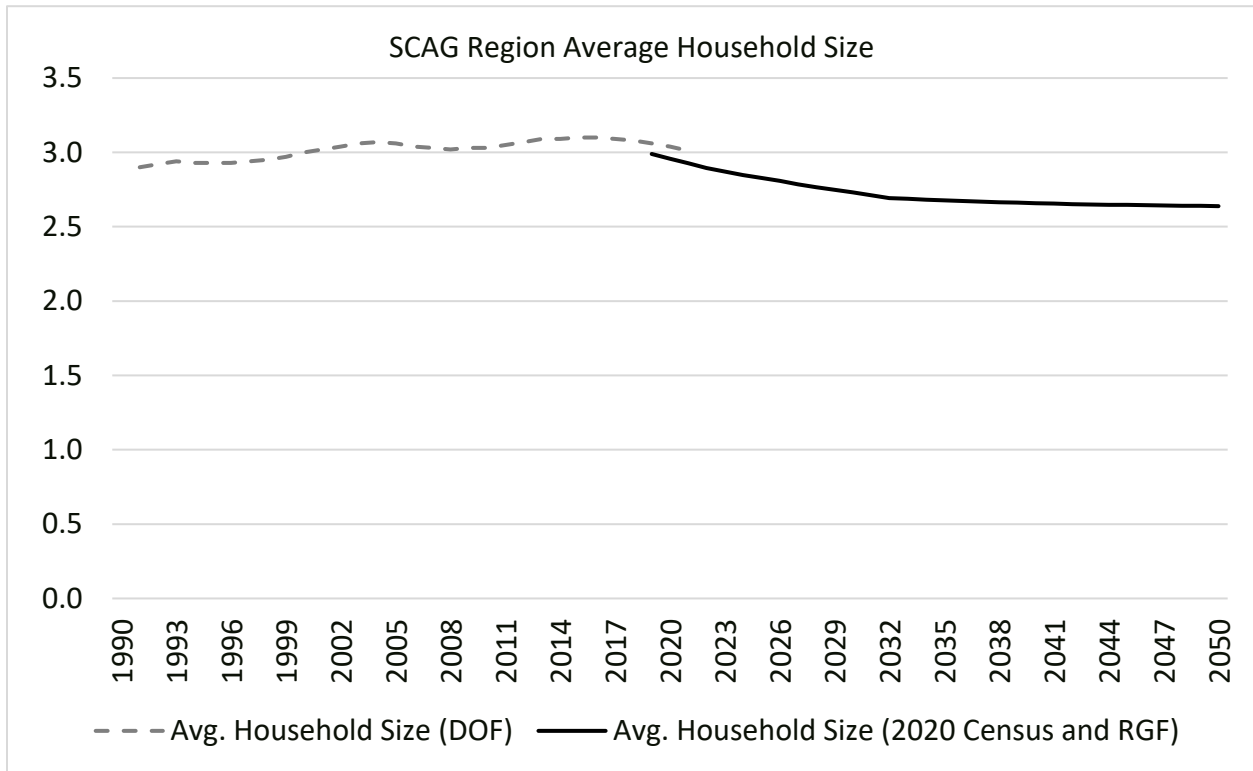
*Figure 7: Household Forecast Reflects Demographic Change and Policies to Address Unmet Housing Needs*



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Rising headship, coupled with an aging population, results in the number of households growing faster than the population (23.6% compared with 9.1%). As more small households form, and existing overcrowding pressures ease, the average household size decreases by roughly 0.35 (Figure 8). While this shift is substantial, it reflects a combination of long-term demographic trends including declining birth rates, resulting in smaller average family sizes, and more people living alone. The shift also reflects an expectation that policy changes will begin to address unmet housing demand.

Figure 8: Average Household Size in the SCAG Region Is Likely to Fall



Sources: Historical data from California Department of Finance E-5 Estimates; 2019-2050 data from Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Figure 8 also shows a break in series. Historical data from the California Department of Finance are benchmarked to the annual American Community Survey (ACS). However, more recent data from the 2020 Census suggest that average household sizes in the SCAG region may be lower than estimates from the ACS. The projections are benchmarked to the 2020 Census.

Key points:

- An aging population will lead to more households, even if the population size remains stable.
- The household forecast reflects both demographic change and expectations that state housing policy will address the existing unmet need.

### County Projections

The county projections, benchmarked to the regional forecast, are based on the same framework and seven key assumptions as the regional forecast: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation. The model uses historical trend data specific to each county for all key inputs, except for limited instances where data were not available. In those cases, regional rates were used as a proxy.

The results of the six county forecasts are shown in Table 4 and Figure 9. The greatest increase in total population is expected to be in Los Angeles County, and the fastest growth rate is

expected to be in Riverside County. Ventura County is expected to have a stable population through most of the forecast period, with a slight decline in the later years of the forecast. Los Angeles County is also expected to see the largest growth in households, while Imperial and Riverside have the fastest growth rates. For job growth, Los Angeles County is expected to see the largest numeric change and Riverside the fastest rate of growth.

Table 4: County Projections of Population, Households, and Jobs 2019-2050.

Total Population			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	181,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,477,000	302,000	13.9%
Ventura	846,000	838,000	-8,000	-1.0%
SCAG	18,832,000	20,551,000	1,719,000	9.1%

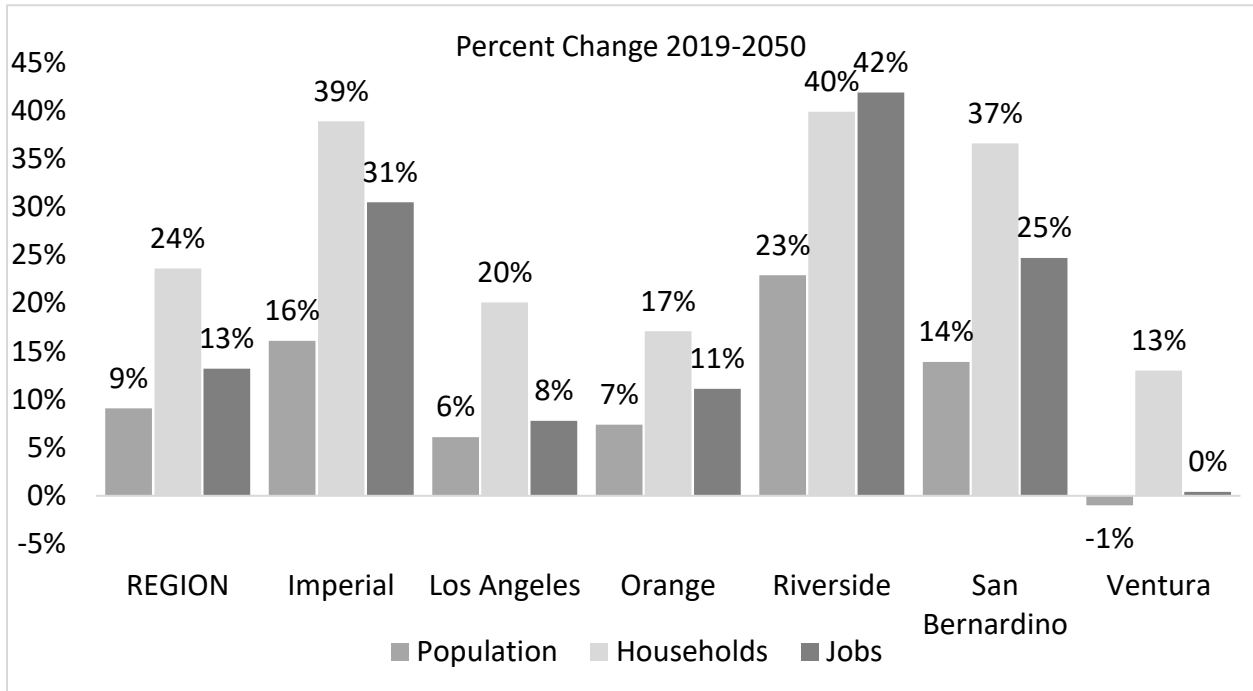
Total Households			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	52,000	72,000	20,000	38.9%
Los Angeles	3,392,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,249,000	182,000	17.1%
Riverside	747,000	1,045,000	298,000	39.9%
San Bernardino	657,000	898,000	241,000	36.6%
Ventura	277,000	313,000	36,000	13.0%
SCAG	6,192,000	7,652,000	1,460,000	23.6%

Total Employment			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	69,000	91,000	21,000	30.5%
Los Angeles	5,037,000	5,430,000	393,000	7.8%
Orange	1,806,000	2,006,000	200,000	11.1%
Riverside	848,000	1,204,000	356,000	41.9%
San Bernardino	860,000	1,072,000	212,000	24.7%
Ventura	366,000	367,000	2,000	0.4%
SCAG	8,986,000	10,170,000	1,184,000	13.2%

Note: Growth is calculated based on unrounded values. Numbers displayed are rounded to the nearest 1,000.

Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

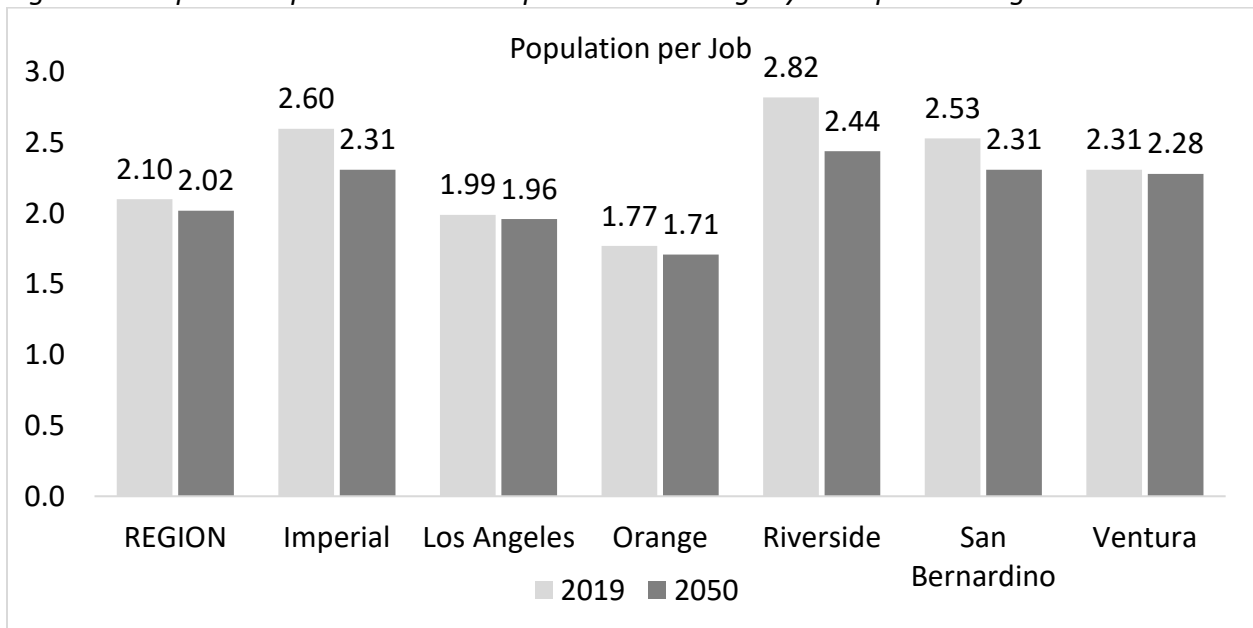
Figure 9: Growth Rates Are Expected to Vary Across the Region, But in All Counties Households Are Expected to Grow Faster Than Population



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, the population-to-employment ratio is expected to fall slightly in all counties in the SCAG region between 2019 and 2050. All counties have averages of at least 1.77 people per job in 2019 and 1.71 or higher in 2050 (Figure 10).

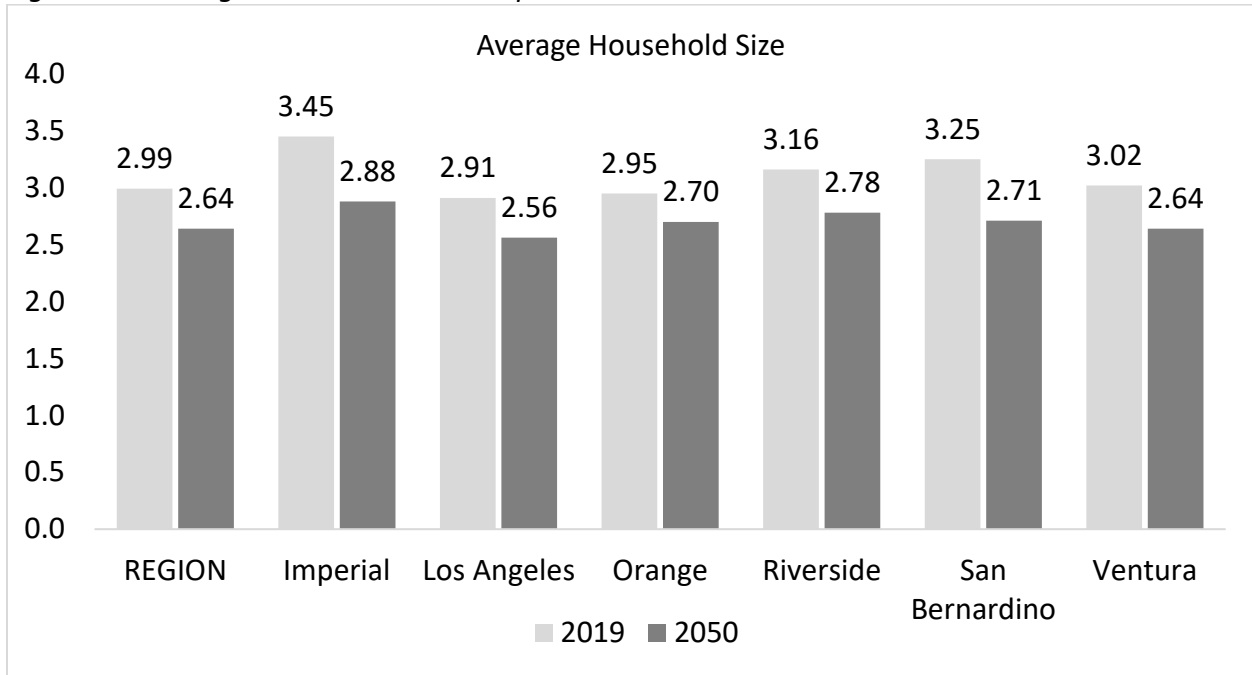
Figure 10: Population per Job Ratio is Expected to Fall Slightly as Population Ages



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, average household size is expected to fall in all counties in the SCAG region between 2019 and 2050. All counties have averages of 2.9 people per household or higher in 2019 and no county is expected to be above that level in 2050 (Figure 11). Imperial has, and is expected to continue to have, the highest average household size while Los Angeles has, and is expected to continue to have, the lowest average household size.

Figure 11: Average Household Size Is Expected to Fall in All Counties



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

# CENTER FOR CONTINUING STUDY OF THE CALIFORNIA ECONOMY

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DATE: January 12, 2022

TO: **SCAG Joint Policy Committee**

FROM: Stephen Levy

SUBJECT: Summary of SCAG Region Baseline Job Projections for 2050

This memo presents a summary of CCSCE's key results and a summary of the projection methodology. Projections were developed for the year 2050. These long-term projections are based on expected changes in the national and world economy over the next 30 years, past and expected demographic trends including immigration and changing age structure, and analysis of competitive conditions in the state and SCAG region economies.

Understandably, the pandemic and associated job losses are a major focus of attention during the development of this forecast. CCSCE worked with SCAG staff in two other periods of short-term job losses, large net out-migration, and lagging behind the nation in job growth—in the early 1990s after the aerospace/defense cuts and in the 2008-2010 recession marked by large increases in foreclosures. In each period, the regional economy recovered based on adaptability and long-term strengths.

These projections were prepared for SCAG in July 2021. This memo is organized as follows:

- Summary of Key Results
- Methodology for Developing the Job Projections
  - The U.S. Job Projections
  - The California Job Projections
  - The SCAG Region Job Projections
    - Historical Trends
    - Projections—Basic Industry Jobs
    - Projections—Local Serving Jobs
- Recent Events and Their Relationship to These Projections
- What Could Lead to Higher or Lower SCAG Region Job Growth

## Summary of Key Results

The CCSCE methodology projects SCAG region jobs in relation to job growth (or decline) projected at the national and state level. Total job growth is projected by



examining growth in 103 separate industries, which can be aggregated to 20 2-digit NAICS code sectors.

Job growth in the SCAG region is projected to be slightly faster than the national growth rate. Jobs in the SCAG region are projected to grow slightly more slowly than jobs in the state to 2050, while jobs in the state are projected to grow faster than jobs in the nation. Job growth in each geography is projected to be slow in terms of compound annual growth (CAGR), with the SCAG region projected to grow at 0.47% per year to 2050.

The source for all projections is CCSCE, as explained in each section. The sources for historical U.S. job estimates are the Bureau of Labor Statistics (BLS). California and SCAG region estimates are from the California Employment Development Department (EDD).

**Projected Job Growth Rates (thousands)**

	<b>2019</b>	<b>2050</b>	<b>% Change</b>	<b>CAGR</b>
US	162,794.8	186,401.9	14.5%	0.44%
CA	19,410.7	23,167.7	19.4%	0.57%
SCAG Region	8,986.7	10,402.7	15.8%	0.47%

The growth rates from 2019 to 2050 are far lower than the growth rate since 1990 for all three areas. Growth is slowing as the population ages, and birth rates decline. There will be fewer births, more deaths, and a smaller share of the population in the workforce. Compound annual growth will slow to roughly half the growth rate from the past 30 years.

**Historical Comparison of Job Growth Rates (thousands)**

	<b>1990</b>	<b>2019</b>	<b>2050</b>	<b>CAGR 1990-2019</b>	<b>CAGR 2019-2050</b>
US	121,678.5	162,794.8	186,401.9	1.0%	0.4%
CA	14,148.0	19,410.7	23,167.7	1.1%	0.6%
SCAG Region	7,012.7	8,986.7	10,402.7	0.9%	0.5%

The principal driver of regional job growth is the growth potential in the region's economic base (i.e., "Basic Industry" jobs)—those sectors that can choose where they locate (mostly) and sell goods and services primarily to state, national, and world markets. Regions compete for these jobs, which makes policies to increase SCAG region competitiveness important.

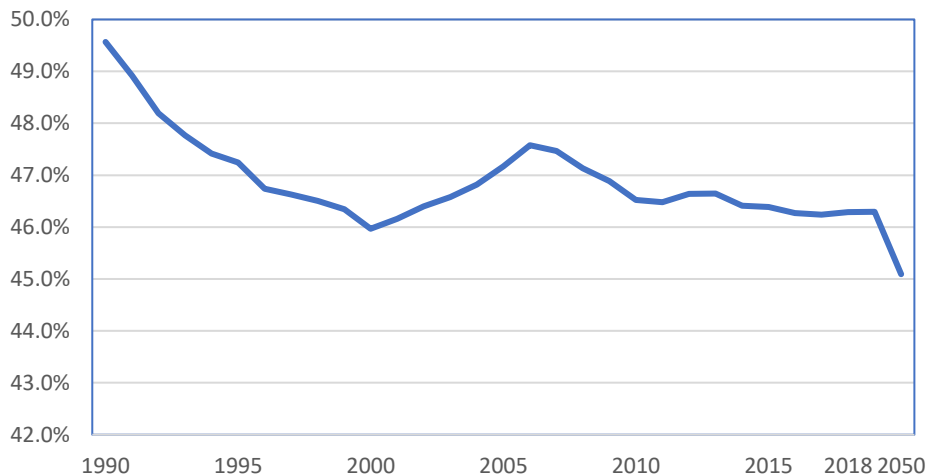
Jobs in the SCAG region's economic base are projected to increase slightly faster than the comparable industries nationally but slower than the state's

economic base between 2019 and 2050. The SCAG region is projected to have 45.1% of the state's jobs in 2050, down slightly from 46.3% in 2019.

The base year for these projections is 2019—prior to the pandemic—though pandemic effects were considered in developing the projections. The final section of this memo explains how the pandemic affects this jobs forecast.

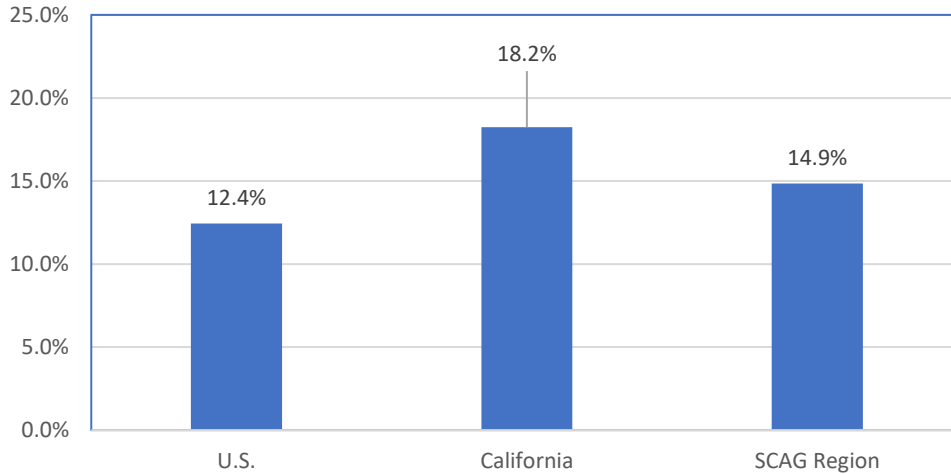
These projections were developed by CCSCE, and as noted below, SCAG staff adjusted the SCAG region job projection based on their analysis of labor force participation trends suggested by the SCAG expert panel. CCSCE concurs with the staff adjustments.

SCAG Region Share of California Jobs



As shown above, the region's share of state jobs fell sharply in the 1990s after the aerospace and defense base closure cuts in the early 1990s. The region lost over 130,000 jobs in those sectors leading to the loss of 490,000 jobs overall and net out-migration of 1 million residents in the early 1990s. As this comprised a significant portion of Southern California's economic base, these losses affected the region far more than the state and nation. The regional share rebounded after 2000 until 2007 and declined back to the 2000 level in 2019. As noted above, a small additional decline is projected between 2019 and 2050.

### Projected Growth in Basic Industry Jobs 2019-2050



The SCAG region's economic base job growth to 2050 is concentrated in three sectors—1) professional, business, and information service industries, 2) Wholesale Trade and Transportation and 3) Tourism and Entertainment.

#### Projection of SCAG Region Basic Industry Jobs (Thousands)

	2019	2050	Change 2019-2050
High Tech Manuf.	152.2	158.6	6.4
Divs. Manuf.	462.0	419.6	-42.4
Whls Trade & Transp.	743.6	897.6	154.0
Prof, Bus & Info Serv.	951.4	1,162.0	210.6
Tourism & Entertainment	415.8	509.5	93.7
Basic Govt	245.1	273.0	27.9
Resource-Based	73.8	75.7	1.9
<b>Total Basic</b>	<b>3,043.8</b>	<b>3,496.1</b>	

- The high-tech manufacturing sector includes computer manufacturing, pharmaceuticals, and aerospace except food.
- The diversified manufacturing sector includes all other manufacturing industries.
- Wholesale trade and transportation include wholesale trade and all transportation industries, including warehousing.
- The professional, business, and information services sector includes all professional, scientific, and technical industries, software publishing, internet-related services, and employment services.
- The tourism and entertainment sector includes motion pictures, amusement industries, and hotels.

- Basic government jobs include federal and state government jobs, and the resource-based sector includes agriculture, mining, and food manufacturing.

## Methodology for Developing the Job Projections

### The U.S. Job Projections

The national projections include a projection of total population, total jobs, and jobs by industry. SCAG provided CCSCE with a national set of projections developed by Regional Economic Models, Inc (REMI) in 2021.

Based on CCSCE's judgment confirmed by input from the SCAG panel of experts, CCSCE made two small adjustments to the REMI projection of total U.S. population and jobs in 2050. The population projection was raised by 1% to 384.1 million based on the assumption that immigration levels would be roughly 100,000 per year (10% higher) than the last Census population projection in 2017<sup>1</sup>. The thinking was 1) the aging of the population and lower birth rates assumed in the population projection would increase the pressure for labor-skill based immigration, 2) the new administration was removing some of the Trump era restrictions, and 3) there is a broad business consensus around higher levels of immigration to fill job openings.

The second adjustment (supported by the panel of experts) was to raise the number of jobs relative to the population based on the assumption of increased labor force participation rates (LFPRs) relative to the REMI model projections. Overall, LFPRs would decline with the aging population but less so than REMI projects.

Additionally, there would be increases for women as education levels increased, birth rates dropped, and services like free pre-K and more affordable child care became available, and the region's relatively high cost of living necessitates more two-earner households.

The result was a national 2050 population projection of 384.1 million people and 186.4 million jobs, both slightly higher than the REMI projection.

The approximately 100 individual industry job projections were developed as follows based on 1) the REMI 2050 projections, 2) BLS projections to 2030, and 3) CCSCE judgment.

When the REMI 2050 and BLS 2030 projections showed similar average annual growth rates, the REMI projected growth rate to 2050 was used.

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<sup>1</sup> See <https://www.census.gov/data/datasets/2017/demo/popproj/2017-popproj.html>

There were many industries in CCSCE's model where REMI did not provide a projection. When REMI provided a projection for an industry that the CCSCE sub-industry was a part of (for example, REMI projected chemical manufacturing and CCSCE split the sector into pharmaceuticals and other chemicals), the REMI projection was used for the larger sector if it was consistent with the BLS growth trend. CCSCE made the sub-industry projections using the BLS 2030 growth trends in most cases.

When REMI did not provide a projection needed in the CCSCE model, and the step above was not possible, CCSCE used the BLS growth trend. When REMI and BLS disagreed on the long-run industry growth, CCSCE used judgment to select which trend to follow. The major changes made by CCSCE were to reduce some BLS growth rates past 2030 when the BLS 2020-2030 projections were used.

The national pattern of basic industry growth is shown below and is the most important input to the state and SCAG region projections.

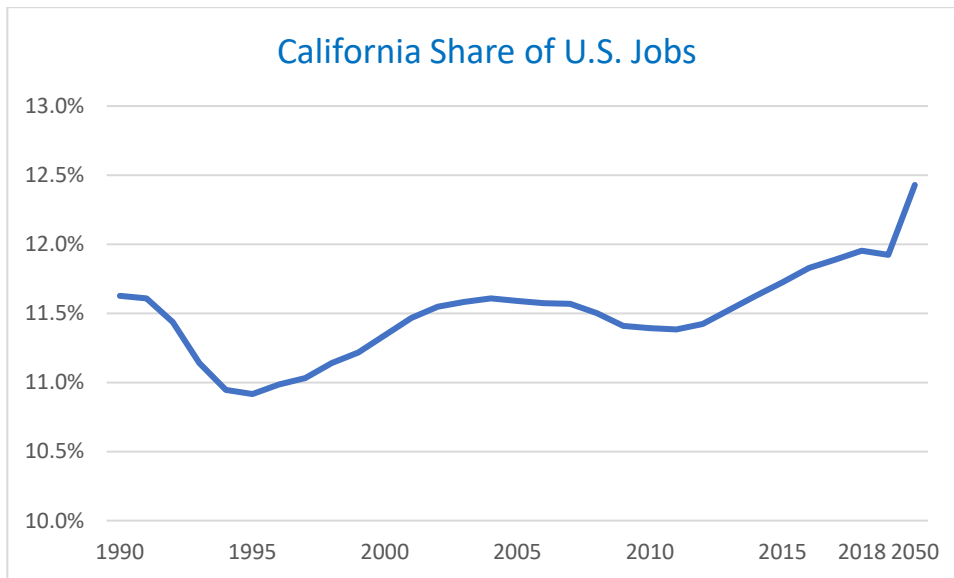
- By far, the largest sector growth is in professional, business, and information services, almost all in high-tech services.
- The tourism and entertainment sectors have the second-highest growth rate, and both of these sectors are strengths of the California economy.
- Diversified manufacturing jobs are projected to decline slightly. While the expected output increases in high-tech manufacturing are large, these largely reflect strong productivity growth, and job growth is expected to be small.
- Growth in other sectors is modest, and the growth in transportation is largely in warehousing and home delivery jobs due to the rise in e-commerce.

**Projection of U.S. Basic Industry Jobs (thousands)**

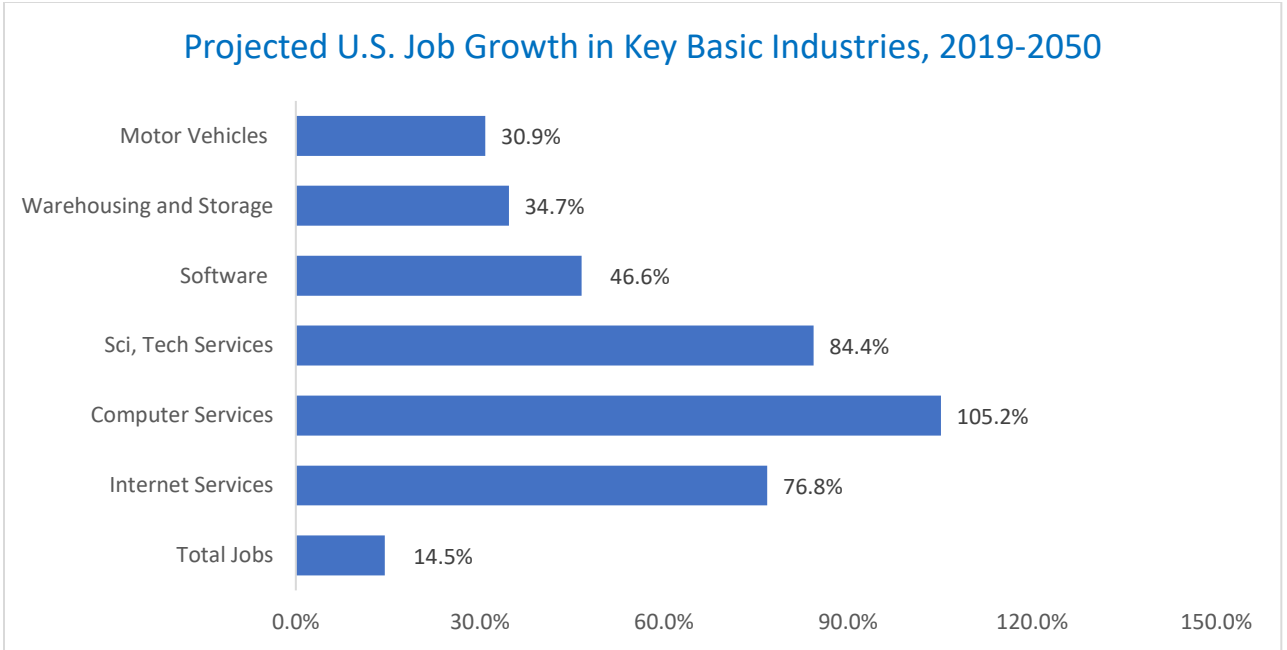
	<b>2019</b>	<b>2050</b>	<b>Change 2019-2050</b>	<b>% Change</b>
High Tech Manuf	1,920.7	1,999.3	78.6	4.1%
Divs. Manuf.	8,100.3	7,754.0	-346.3	-4.3%
Whls Trade & Transp.	8,675.5	9,144.8	469.3	5.4%
Prof, Bus & Info Serv.	16,744.9	21,641.2	4,896.3	29.2%
Tourism & Entertainment	4,266.0	5,127.7	861.7	20.2%
Basic Govt	2,834.0	3,032.1	198.1	7.0%
Resource-Based	3,128.9	3,255.9	127.0	4.1%
<b>Total Basic Jobs</b>	<b>45,670.3</b>	<b>51,955.0</b>	<b>6,284.7</b>	<b>13.8%</b>

## The California Job Projections

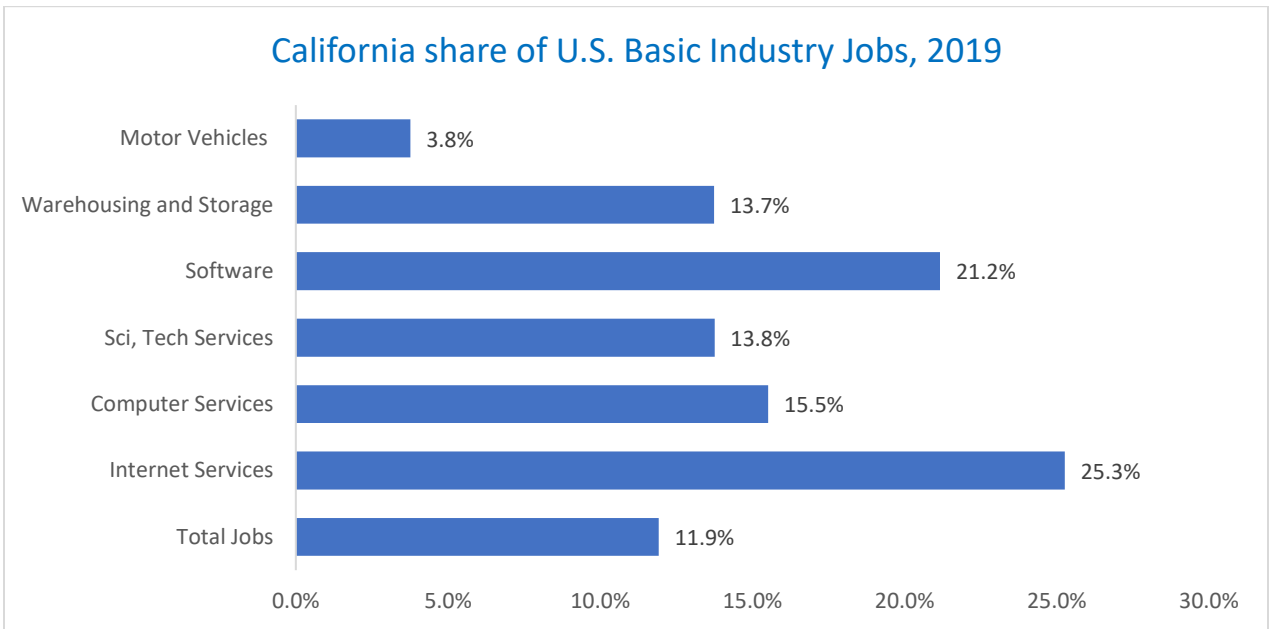
California is projected to add jobs at a faster rate than the nation. The state is projected to capture 12.4% of the nation's jobs in 2050—an increase from 12.0% in 2018 and 11.9% in 2019. The state has captured an increasing share of national jobs in recent years on the strength of the state's economic base.



The case for the strength of California's economic base is straightforward. We have a high share in some of the nation's fastest growing sectors. The chart below shows some of the nation's fastest-growing economic base industries.



These are sectors in which California has a relatively large share of current jobs.



The case for above-average job growth in California's economic base rests on three major findings:

- California remains a center for innovation in tech, design, and entertainment
- California benefits from its location on the Pacific Rim for trade, tourism, and talent

- California benefits from being a welcoming place to live and work

The SCAG region also benefits from being a welcoming place. What does this mean, and why is it important? A welcoming place is a place where people feel welcome no matter where they were born, their sexual or religious preferences, and the color of their skin. Welcoming places attract talented workers and entrepreneurs who might not feel welcome in other regions and is, thus, a competitive advantage.

California is projected to get 13.5% of U.S. basic industry jobs in 2050, up from 12.8% in 2019.

The largest numerical job gains are in the professional, business, and information service industries, followed by entertainment and tourism and wholesale trade and transportation industries. Other basic industry subsectors are projected to have small job gains, and diversified manufacturing jobs are projected to decline.

The table below clusters key subsectors and shows that the projected industry shares remain relatively stable. While we project California to have a larger share of basic industry employment relative to the U.S., most of the share gains between 2019 and 2050 are the result of the industry mix in the state rather than from the projected share increases in the individual industries.

Small share increases were projected for some professional and information service sectors as well as warehousing, support for transportation, and motor vehicle manufacturing—all continuing but slowing, recent share gains.

***Projection of California Basic Industry Jobs***

	<b>Jobs (Thousands)</b>		<b>% of US Jobs</b>	
	<b>2019</b>	<b>2050</b>	<b>2019</b>	<b>2050</b>
High Tech Manuf.	406.9	427.9	21.2%	21.4%
Divs. Manuf.	666.2	644.1	8.2%	8.3%
Whls Trade & Transp.	1,050.7	1,169.9	12.1%	12.8%
Prof, Bus & Info Serv.	2,333.2	3,178.3	13.9%	14.7%
Tourism & Ent.	622.5	762.1	14.6%	14.9%
Basic Govt	248.2	266.4	8.8%	8.8%
Resource-Based	502.1	540.5	16.0%	16.6%
<b>Total Basic Jobs</b>	<b>5,829.8</b>	<b>6,989.2</b>	<b>12.8%</b>	<b>13.5%</b>

The local (population and business) serving jobs were projected in the following manner.



California has historically had a very similar ratio of local serving jobs to basic jobs as the nation. CCSCE projected the total of local serving jobs in relation to the projection of basic industry jobs using our relation to the national share.

Specifically, California was projected to have 3% fewer local serving jobs relative to basic industry jobs than the nation following the historical trend.

**Individual local serving industry jobs were not projected directly as a share of the nation. CCSCE projected the composition of local serving jobs in the state by projecting the individual industry shares of total local serving jobs.**

Many industries have similar shares of local serving jobs as the nation. For example, California is projected to have 5.2% of local serving jobs in construction compared to 5.1% in the nation. Some industries have historically had different shares compared to the nation. For example, 7.2% of local serving jobs in the SCAG region are in individual and family services compared to just 3.2% in the nation.

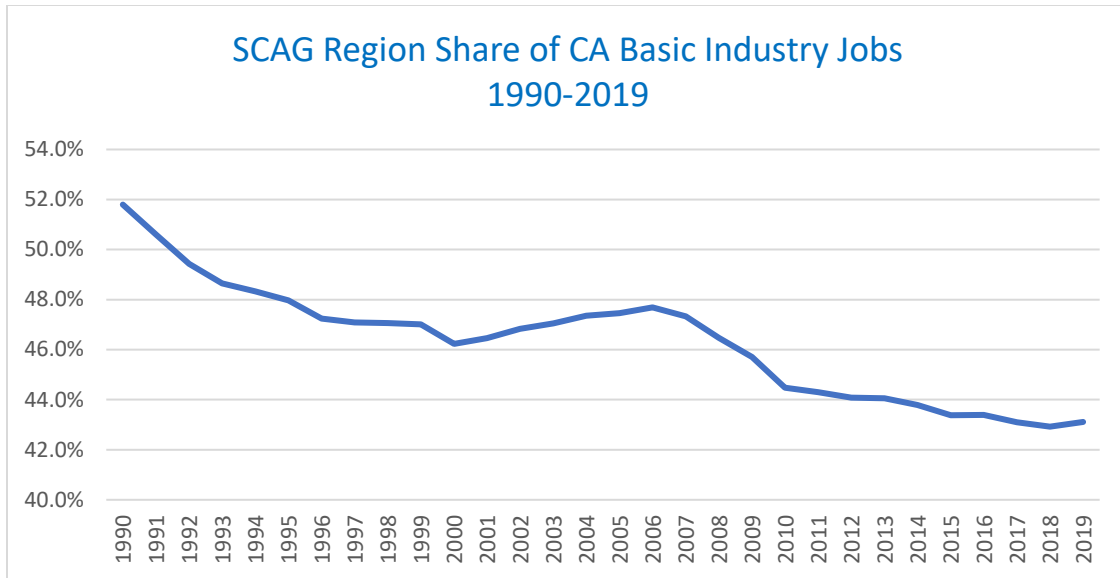
The one exception is that state and local government and education jobs are projected based on projections of relevant population and service level growth.

### **The SCAG Region Job Projections**

The region's industry job growth was projected in relation to state industry growth in the same manner as California was projected in relation to the nation.

### **Historical Trends**

The SCAG region's share of state basic industry jobs declined between 1990 and 2019. There was a sharp decline in the 1990s as a result of the large decrease in aerospace and defense jobs. Then the region's share rose for a few years, after which there was another decline during the 2008-2010 national recession. Since then, the share has declined slightly from 44% to 43% as the Bay Area share rose with the large tech job gains.



There were large changes in the structure of the region's economic base between 1990 and 2019. Losses in both high tech manufacturing (which includes aerospace and electronic instruments) and other manufacturing were offset by gains in Wholesale Trade and Transportation (which includes warehousing and port-related jobs), Professional, Business and Information Services and Tourism and Entertainment.

**Historical Trend in SCAG Region Basic Industry Jobs (Thousands)**

	1990	2007	2019	1990-2007	2007-2019
High Tech Manuf.	370.0	183.2	152.2	-186.8	-31.0
Divs. Manuf.	774.0	587.7	462.0	-186.3	-125.7
Whls Tr & Transp.	546.0	687.3	743.6	141.3	56.3
Prof, Bus & Info Serv.	690.3	884.9	951.4	194.6	66.5
Tourism & Ent	280.2	343.8	415.8	63.6	72.1
Basic Govt	241.5	234.4	245.1	-7.1	10.7
Resource-Based	107.3	83.0	73.8	-24.3	-9.2
<b>Total Basic Jobs</b>	<b>3,009.3</b>	<b>3,004.2</b>	<b>3,043.8</b>	<b>-5.0</b>	<b>39.6</b>

**Projections—Basic Industry Jobs**

The largest basic industry job gains to 2050 are in the professional, business, and information services cluster. The growth follows national and state trends. The growth in Wholesale Trade and Transportation jobs follow national and state trends, but we project that the SCAG region will enjoy a continued, small increase in the share of jobs in warehousing and port-related sectors because the region benefits from its Pacific Rim location. Tourism jobs also benefit from the Pacific Rim location, while Entertainment jobs benefit from the large creative labor force in the region.

**Projection of SCAG Region Basic Industry Jobs (Thousands)**

	2007	2019	2050	2007-2019	2019-2050
High Tech Manuf.	183.2	152.2	158.6	-31.0	6.4
Divs. Manuf.	587.7	462.0	419.6	-125.7	-42.4
Whls Trade & Transp.	687.3	743.6	897.6	56.3	154.0
Prof, Bus & Info Serv.	884.9	951.4	1,162.0	66.5	210.6
Tourism & Ent.	343.8	415.8	509.5	72.1	93.7
Basic Govt	234.4	245.1	273.0	10.7	27.9
Resource-Based	83.0	73.8	75.7	-9.2	1.9
<b>Total Basic Jobs</b>	<b>3,004.2</b>	<b>3,043.8</b>	<b>3,496.1</b>	<b>39.6</b>	<b>452.2</b>

The region is projected to have a small decline (43.1% to 41.9%) in the share of total state basic industry jobs between 2019 and 2050. At the same time, the region's share of U.S. basic industry jobs is projected to increase from 5.5% to 5.6%. Both shares are up from the 2000 levels that were still held down by the 1990s aerospace and defense job losses.

**SCAG Region Share of Basic Industry Clusters, 2000-2050**

	U.S.			California		
	2000	2019	2050	2000	2019	2050
High Tech Manuf.	6.3%	7.9%	7.9%	30.0%	37.4%	37.1%
Divs. Manuf.	3.7%	5.0%	5.0%	37.1%	53.1%	51.3%
Whls Trade & Transp.	5.6%	6.7%	7.5%	50.9%	55.5%	57.9%
Prof, Bus & Info Serv.	5.1%	5.4%	5.2%	36.8%	38.9%	35.7%
Tourism & Ent.	8.1%	8.4%	8.5%	56.2%	57.3%	57.0%
Basic Govt	3.2%	3.1%	3.2%	33.5%	31.4%	31.4%
Resource-Based	3.2%	2.5%	2.5%	16.1%	15.0%	14.2%
<b>Total Basic Jobs</b>	<b>4.8%</b>	<b>5.5%</b>	<b>5.6%</b>	<b>38.4%</b>	<b>43.1%</b>	<b>41.9%</b>

The region is projected to continue increasing its share of C.A. jobs in the Wholesale Trade and Transportation cluster led by share gains in port-related jobs and warehousing as the ports will benefit from growth in Pacific Rim trade. The Tourism and Entertainment cluster is projected to maintain a high share of this fast-growing cluster. Job losses in Manufacturing will ease following national and state trends.

The region is projected to get a large number of additional jobs in the Professional, Business, and Information services cluster despite a decline in the share of state jobs. As discussed below, the region has seen a surge in venture capital funding along with the nation, which could translate into additional job growth in this cluster.

**Projections—Local Serving Jobs**

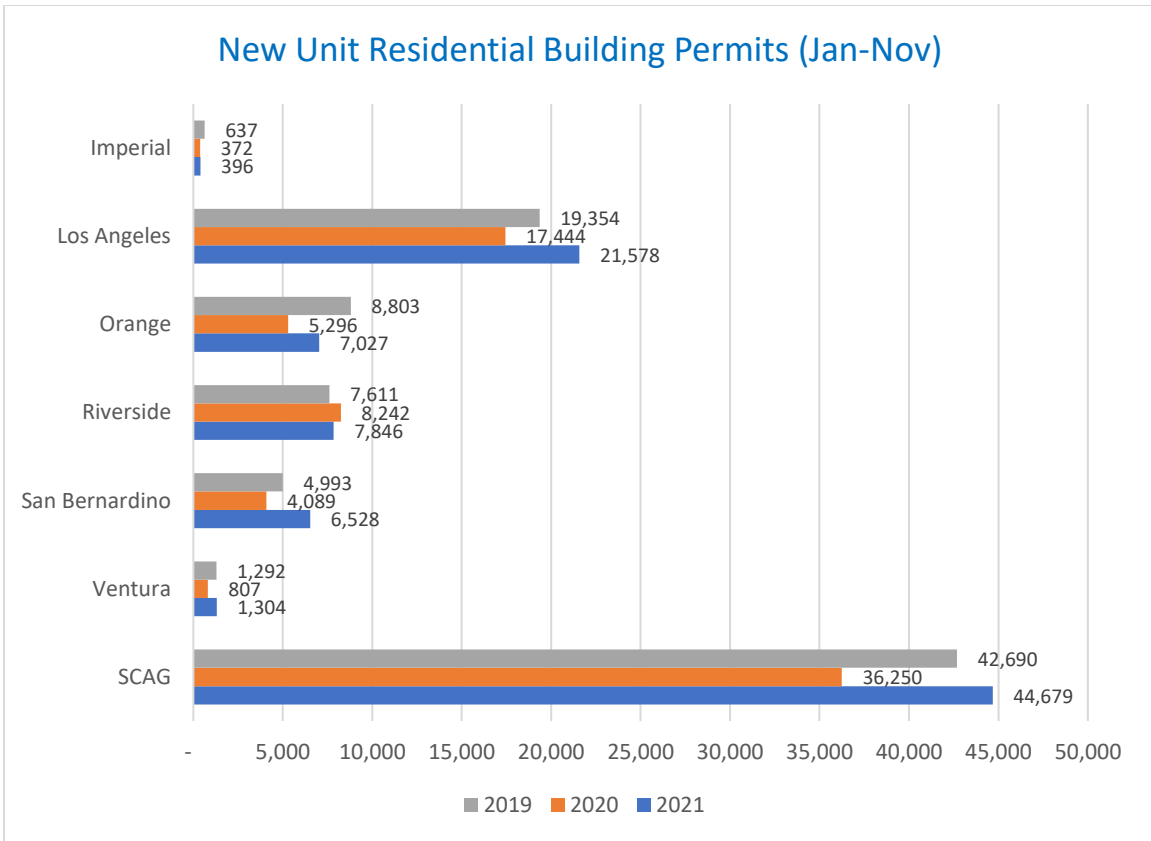
These are jobs that serve local residents and businesses in contrast to the basic industry jobs that serve state, national, and world markets.

Local serving jobs in the region were projected in two steps in the same manner as for the state—first looking at the ratio of local serving jobs to basic industry jobs in the region compared to the state and then projecting what share of the total of local serving jobs would be in each industry.

The region has historically had a slightly higher share of local serving jobs to basic industry jobs than the state though the difference is less than 3%. The pattern of local serving jobs in the region is similar to the state pattern. The largest growth in local serving jobs in the SCAG region is projected to be in health care, social services, food services, self-employment, and construction. Retail trade jobs are projected to decline following national and state trends.

**Recent Events And Relationship to These Projections**

- 1) SCAG staff made a technical adjustment to CCSCE's SCAG region job projection for 2050. Both the expert panel and CCSCE recommended using higher labor force participation rates for certain age and ethnic groups compared to what the REMI model used. Additionally, REMI's regional population projections suggested a heavy reliance on 2017-vintage Census projections which were conducted prior to recent fertility decreases and the release of 2020 Census data. Both of these factors—which are used by SCAG's population projection model—would indicate lower regional and national populations. When SCAG staff incorporated these into the SCAG demographic model, the result was fewer residents were needed to fill the projected jobs as higher rates resulting in more workers relative to population. As a result, the slightly lower population meant fewer local serving jobs were needed, and the overall 2050 regional job projection for 2050 was lowered from 10.45 to 10.17 million.
- 2) Congress passed, and the President signed a \$1.2 trillion infrastructure bill. Initial analysis shows that the bill will increase infrastructure funding for the SCAG region, including funding for affordable housing. These funds can strengthen SCAG's competitive position.
- 3) International travel expanded in November 2021 after some travel restrictions were removed. Airport travel has recovered though it is still approximately 1/3 below pre-pandemic levels.
- 4) Port activity in 2021 will set a record though volumes are temporarily lower than last year since September from the backup and delays in unloading cargo.
- 5) Housing permits are up substantially over 2020 levels and match 2019 permit levels. The state has adopted new housing approval and enforcement legislation.



Source: Construction Industry Research Board, New Units from Building Permits

- 6) Some immigration and refugee admission restrictions were ended though no major agreement on immigration reform has been reached.
- 7) 2020 and now 2021 will set records for the region in venture capital funding, and the region (Imperial County is not included) is the 4<sup>th</sup> largest V.C. market after the Bay Area, New York, and Boston regions.
- 8) In December, the UCLA Andersen Forecast forecast that the state and region (not including Imperial County) would outpace the nation in job growth in 2022 and 2023.

**UCLA Economic Forecast, Non-Farm Job Growth (Dec 2021)**

	<u>2022</u>	<u>2023</u>
Southern California	3.9%	1.7%
California	4.7%	2.5%
U.S.	3.3%	1.3%

- 9) Since July, the SCAG region job and unemployment recovery has continued though the sharp losses in 2020 still appear in the data. In November 2021, the region had recovered two-thirds of the payroll job losses, with the Inland Empire improving and Los Angeles County lagging.

**Recent Employment Trends (Non-Farm Wage and Salary Jobs in Thousands)**

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	54.2	48.2	48.6	52.1	65.0%
Los Angeles	4,622.8	3,850.3	4,046.9	4,317.2	60.4%
Orange	1,688.7	1,411.9	1,492.1	1,606.6	70.3%
Riv.-San Ber.	1,589.0	1,366.7	1,482.5	1,550.1	82.5%
Ventura	317.0	265.8	286.4	298.9	64.6%
Total SCAG	8,271.7	6,942.9	7,356.5	7,824.9	66.4%

*Seasonally adjusted EDD*

Unemployment rates have declined though not back to the historically low pre-pandemic rates. The SCAG region unemployment rate in November was 6.2%, with lower rates in Orange, Riverside, San Bernardino, and Ventura Counties.

**Unemployment Rates**

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>
Imperial	18.1%	28.6%	16.5%	15.5%
Los Angeles	4.7%	18.2%	12.7%	7.1%
Orange	2.8%	14.4%	7.3%	4.1%
Riv.-San Bern.	3.9%	15.2%	8.6%	5.4%
Ventura	3.7%	14.5%	7.4%	4.4%
Total SCAG	4.3%	16.8%	10.7%	6.2%

*EDD*

EDD's broader measure of employment that includes self-employment showed that 81.4% of the pre-pandemic level of employment had been recovered with nearly 100% in the Inland Empire. Self-employment includes some professional workers (e.g., lawyers, accountants, and real estate agents), small business proprietors, and a growing number of gig workers.

**Employed Residents (Thousands)**

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	59.0	52.0	54.4	57.5	78.6%
Los Angeles	4,971.9	3,892.4	4,289.9	4,722.1	76.9%
Orange	1,572.1	1,305.8	1,407.1	1,528.6	83.7%
Riv.-San Bern.	2,019.7	1,716.5	1,897.6	2,008.8	96.4%
Ventura	408.0	346.0	372.6	394.0	77.4%
Total SCAG	9,030.7	7,312.7	8,021.6	8,711.0	81.4%

10) The Governor's budget released 1/10/22 includes a number of new funding proposals in support of housing. They will be discussed in the Legislature in the coming months.

**What Could Lead to Higher or Lower Job Growth**

In November 2021, SCAG staff presented high, medium, and low projection ranges of population, households, and employment which are summarized in the accompanying staff report. High and low series were based on high and low scenarios of population growth, which adjusted population-serving, and therefore, total jobs. Additionally, the high scenario slightly increased the region's share of U.S. basic jobs.

As this report and discussion of recent trends indicate, many factors could affect the baseline job forecast for the region. Factors that could lead to the largest changes are discussed below.

At the national level, differences in the level of immigration will affect national job growth and spill over to the region's job growth rate. If current trends continue, job growth will be lower than projected in the baseline forecast, and if significant immigration reform is adopted, job growth will likely be larger than in the baseline forecast.

The level of success in addressing the region's housing, transportation, and infrastructure challenges will affect regional competitiveness and the share of national and state jobs likely to locate in the region.

The baseline job forecast for the region assumes some success in meeting the region's housing, transportation, and infrastructure challenges consistent with SCAG's adopted policy direction. If the region is able to produce more housing than in the baseline forecast, particularly in the lower- and moderate-income price range, that will improve the region's competitive position for job growth and vice versa.

**The Relationship of the Pandemic to the 2050 Regional Job Forecast**



The pandemic has lasted longer than expected a few months back. During this time, the regional economy has added jobs and reduced unemployment, though less quickly than hoped for. The UCLA Andersen Forecast has forecasted growth in the next 2-3 years that take account of the pandemic. SCAG's December 2021 Economic Summit also provided a detailed outlook of each county and the regional economy over the short term.

The CCSCE job forecast for 2050 incorporated three trends that started before the pandemic but have been affected by it and have long-term implications:

- Retail trade jobs are projected to decline with the growing shift to online shopping
- Delivery service and warehouse jobs are projected to increase as a result of the growing shift to online shopping
- Self-employment jobs are projected to increase as a result of growth in these sectors related to gig work opportunities

Furthermore, it is worth reflecting how major disruptions throughout history have had no discernable effect 30 years later due to the number of events and changes during the intervening years:

- no impact of the Spanish flu pandemic in 1918 30 years later in 1948
- no impact of the Great Depression on the economy 30 years later in a period of major growth
- no impact of the dot com bust in 2000, 20 years later as the nation and region set venture capital and tech production and stock valuation records.

# 2024 Preliminary Regional & County Growth Projections

Kevin Kane, Ph.D.

Program Manager, Demographics & Growth Vision

Department of Sustainability

February 3, 2022

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



## Envisioning 2050

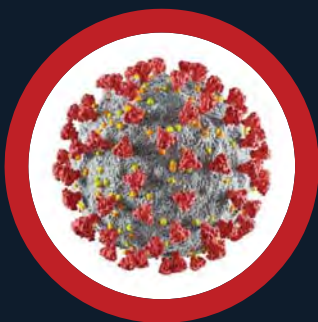
- Births & Deaths
- Economic Base  
*compared to other places*
- Technical Process
- Expert Informed
- Basis for Subsequent Policy  
& Strategy Development



# Envisioning 2050: Panel of Experts

- **Billy Leung** *Regional Economic Models, Inc.*
- **Dan Hamilton** *California Lutheran University*
- **Deborah Diep** *CSU Fullerton, Center for Demographic Research*
- **Dowell Myers** *University of Southern California*
- **Jerry Nickelsburg** *UCLA Anderson Forecast*
- **John Husing** *Economics & Politics, Inc.*
- **John Weeks** *San Diego State University*
- **Mark Schniepp** *California Economic Forecast*
- **Michael Bracken** *Development Management Group, Inc.*
- **Richelle Winkler** *Michigan Technological University*
- **Simon Choi** *Chung-Ang University*
- **Somjita Mitra** *California Dep't of Finance, Economics Research Unit*
- **Wallace Walrod** *Orange County Business Council*
- **Walter Schwarm** *California Dep't of Finance, Demographic Research Unit*

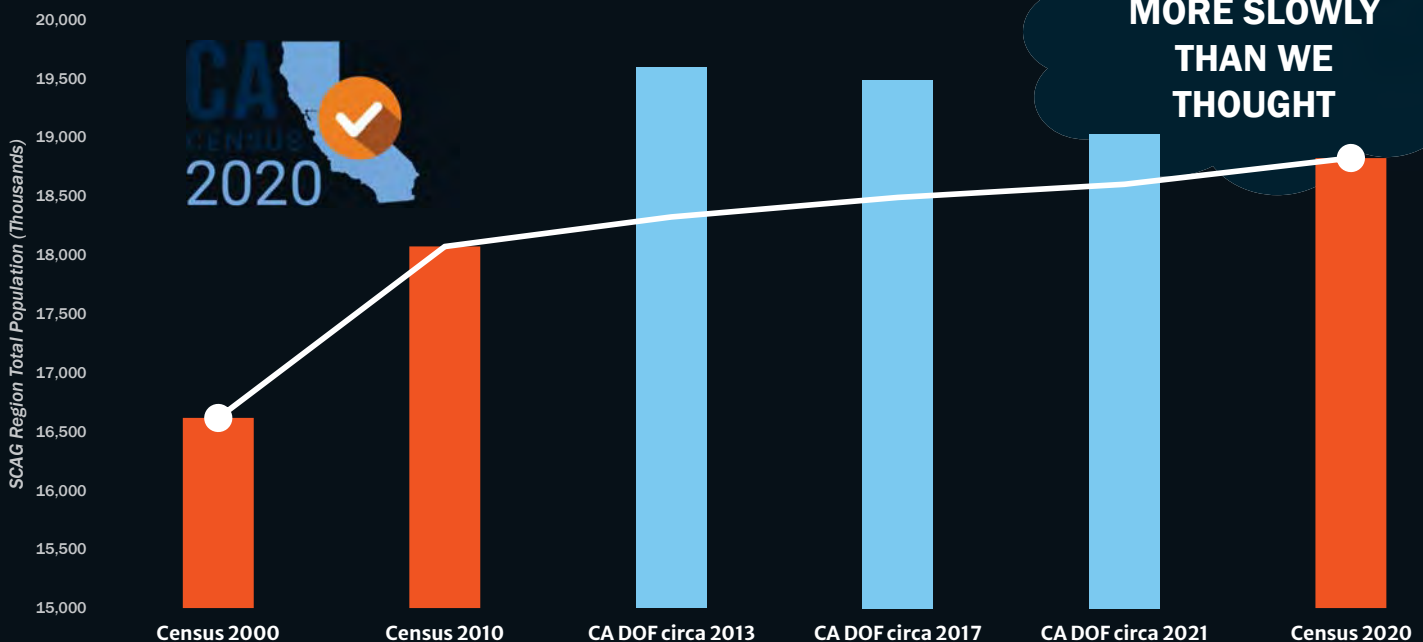
# But, Aren't These Uncertain Times?



# Outline

- **What do we know today?**
  - Births and Deaths
  - Economic Base
  - *CalExit?*
  - Housing
- **Preliminary Projection: “Slower Growth, Steady Improvement”**
  - Population and aging
  - Households
  - Economic base
- **County-Level Projections**
- **Next Steps**

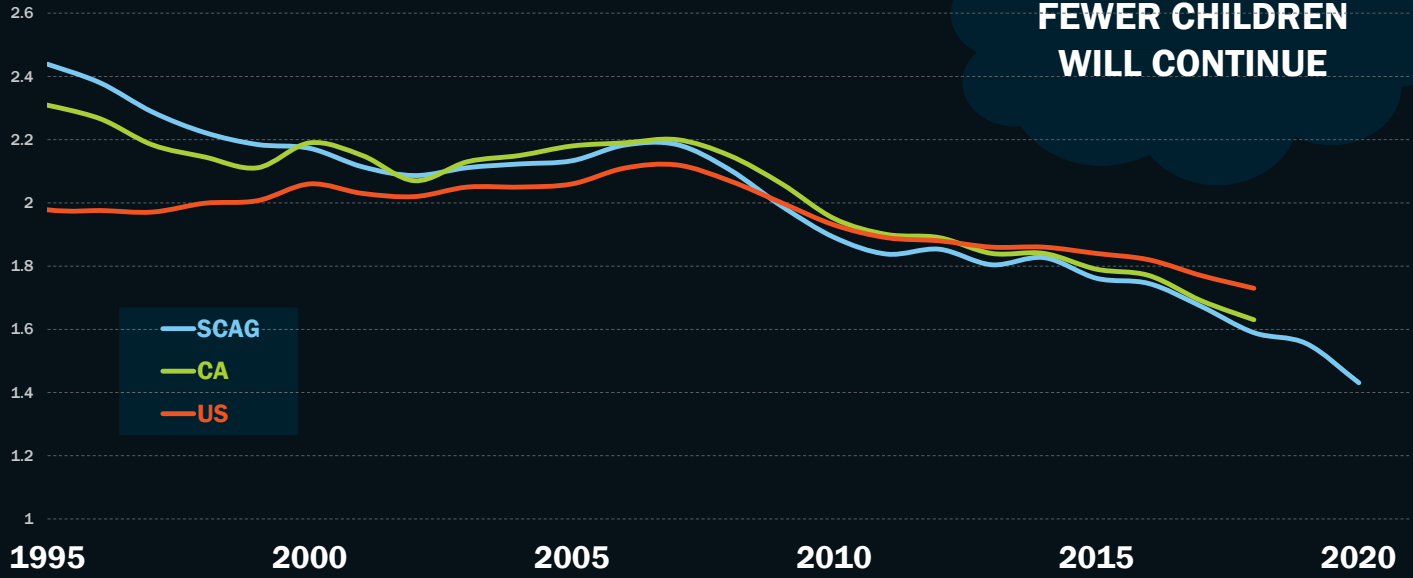
## What Do We Know Today? Census 2020



Sources: California Department of Finance (DOF) P3, US Census Bureau, PRB

# What Do We Know Today? The Facts of Life

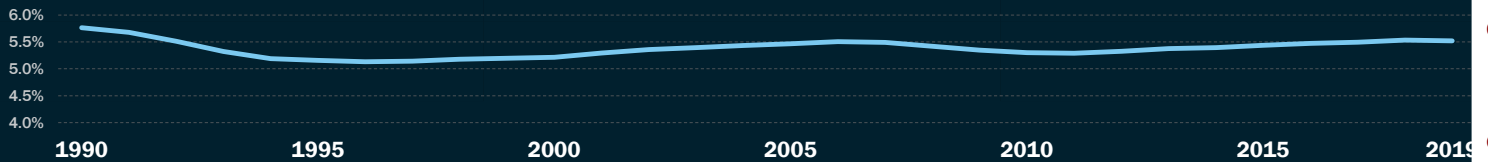
## Total Fertility Rate (TFR)



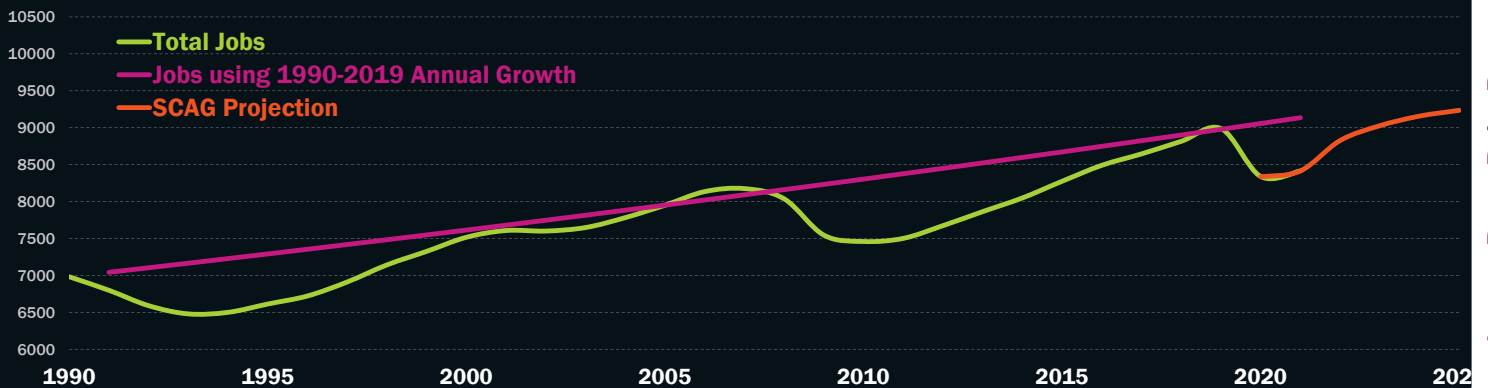
Sources: California Department of Public Health, PRB

# What Do We Know Today? Economy & Jobs

## SCAG Region Share of US Jobs Remarkably Consistent



## SCAG Region Jobs – Recovery Toward Previous Trend



Source: CCSCE calculation of BLS, EDD, and ACS data; ACS 2010, 2012, and 2019 1-year samples

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

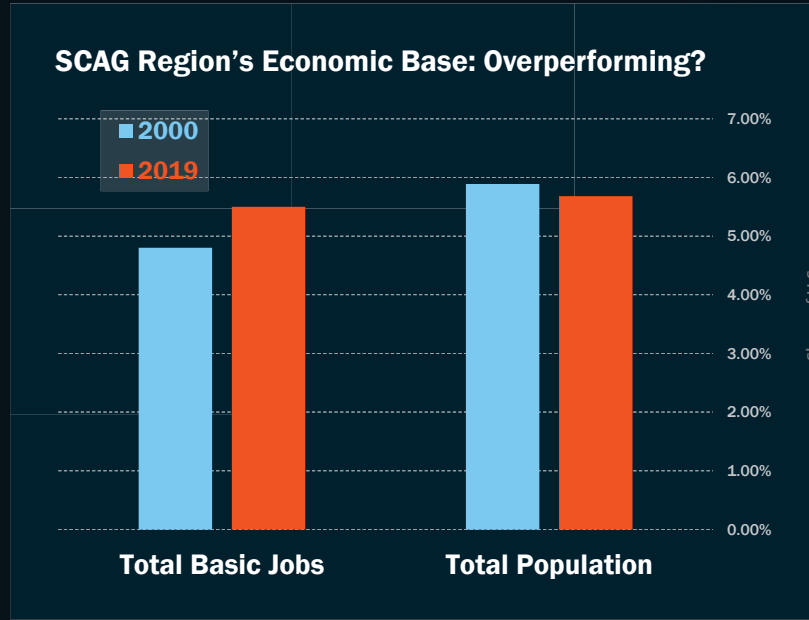
# What Do We Know Today? SCAG Economic Base



## “Economic Base”

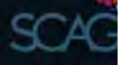
Sectors which sell goods and services to larger markets but concentrate in particular regions. Roughly 1/3 of total SCAG jobs.

- Professional, Business & Information Services
- Wholesale Trade & Transportation
- Tourism
- Entertainment

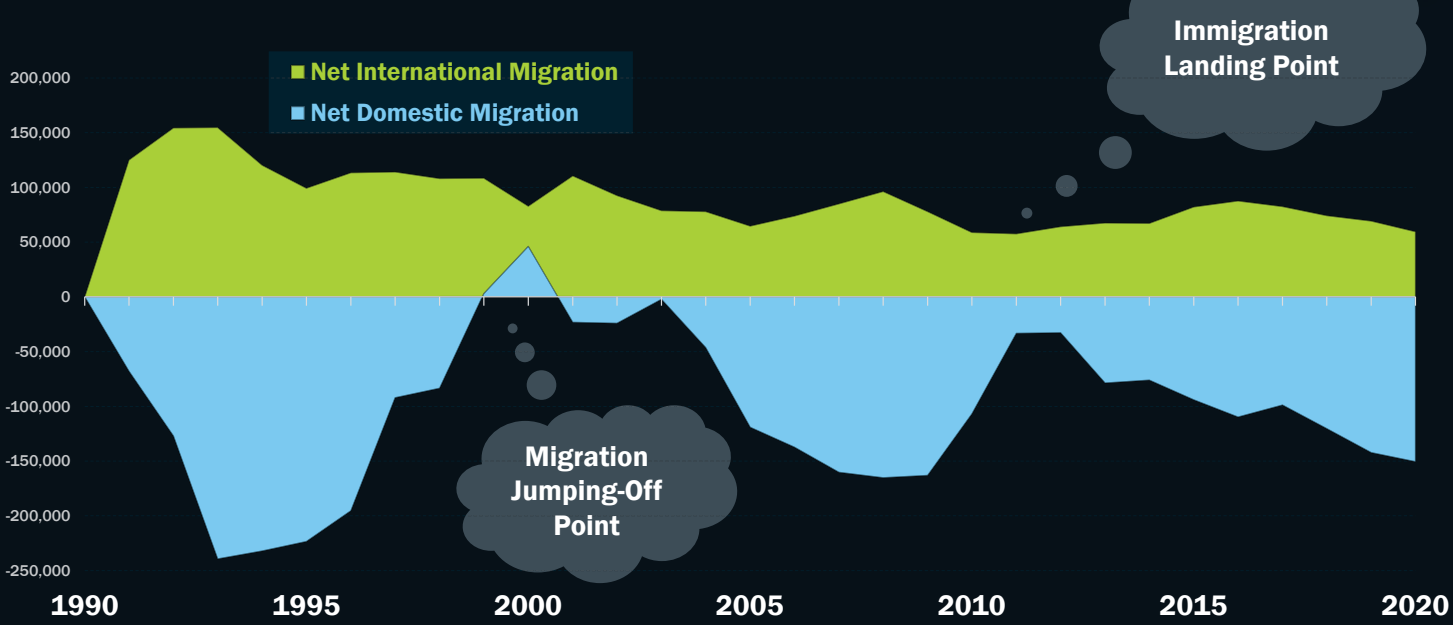


Source: CCSCE calculation of BLS, EDD, and ACS data; Census 2010 and ACS 2019 1-year samples. "Basic" industries may be used interchangeably with "traded" industries or clusters; industries listed are a sample of key basic sectors in Southern California.

# CalExit? Or, A Temporary Increase in a Longstanding Trend



## Number of Net Migrants (SCAG)



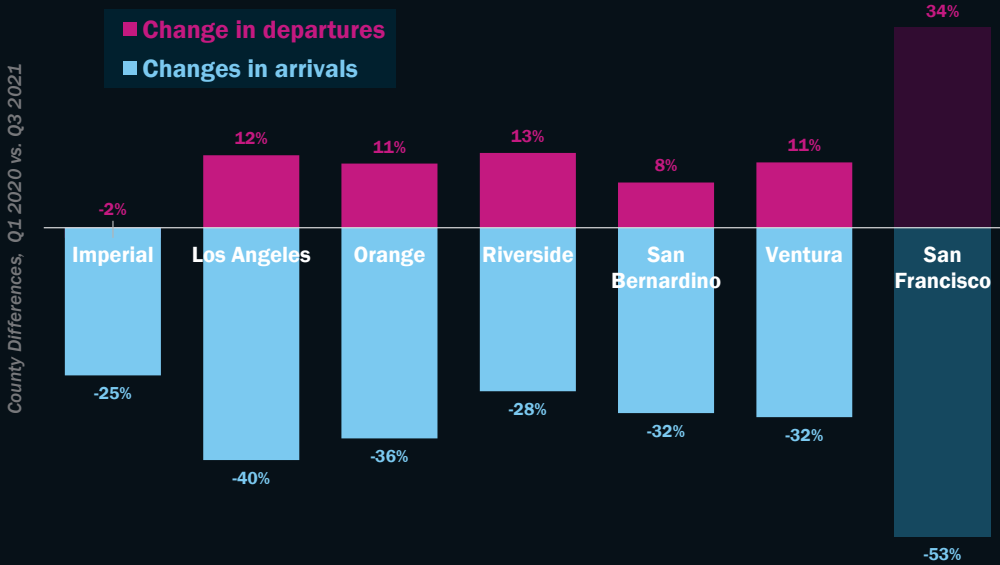
Sources: CA DOF

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

# CalExit? What's Happened Since COVID Began



## Changes in Migration Since the Pandemic Began



**SPOILER ALERT!**  
There are Fewer People Moving IN

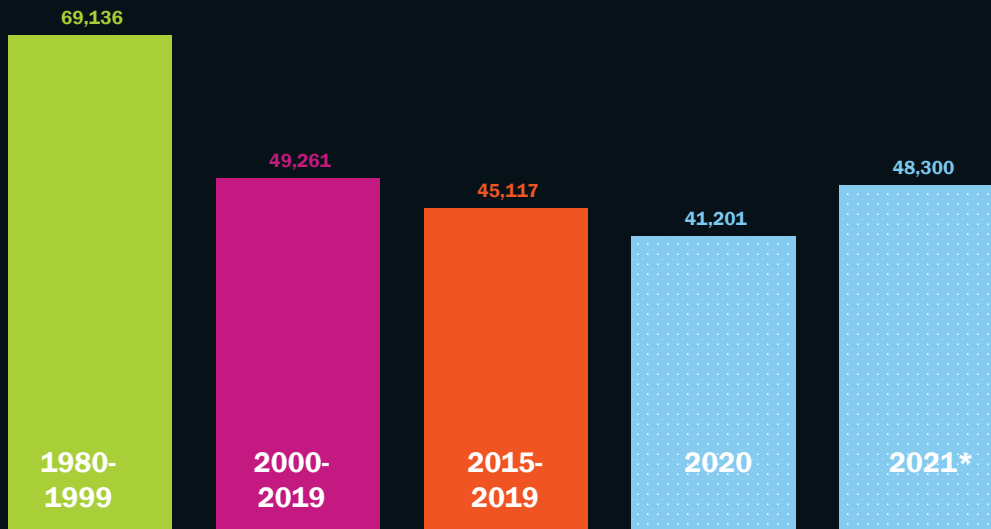


Source: California Policy Lab, see <https://www.capolitylab.org/wp-content/uploads/2021/12/Pandemic-Patterns.-California-is-Seeing-Fewer-Entrances-and-More-Exits.pdf>.

# What Do We Know Today? Housing & Households



## Annual New Units in the SCAG Region Comparing 2020 & 2021 to Previous Periods

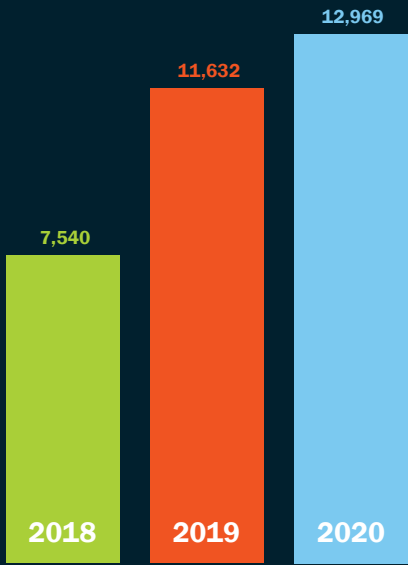


**UCLA CA Forecast:**  
Housing will Increase 17% from 2021 to 2023; Supportive Policy a Major Factor

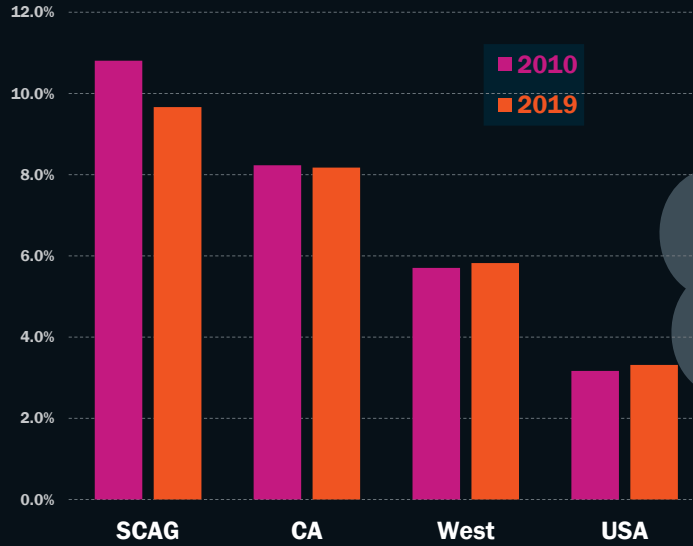
Sources: CIRB New Units from Permits, data available through 11/30/2021 and annualized; UCLA Anderson December 2021 California Forecast

# What Do We Know Today? Housing & Households

## Accessory Dwelling Units (HCD APR Data)



## Household Overcrowding Could Continue to Decrease



**During 2020:**  
SCAG Region  
Lost 103,000  
People But  
Added 41,000  
Housing Units

Sources: DOF, CIRB, HCD Annual Progress data, ACS 1-year samples indicating > 1.0 person per room

# Preliminary Growth Projection: “Slower Growth, Steady Improvement”

## Seven Major Inputs

- 1 ▶ Employment Growth
- 2 ▶ Births
- 3 ▶ Deaths
- 4 ▶ Immigration
- 5 ▶ Domestic Migration
- 6 ▶ Labor Force Participation
- 7 ▶ Household Formation (*Headship*)



## Regional Growth Ranges

Baseline: Slower Growth, Steady Improvement  
Low: “Secular Stagnation”  
High: Robust and Equitable Future Growth Supported by Policy and Technology

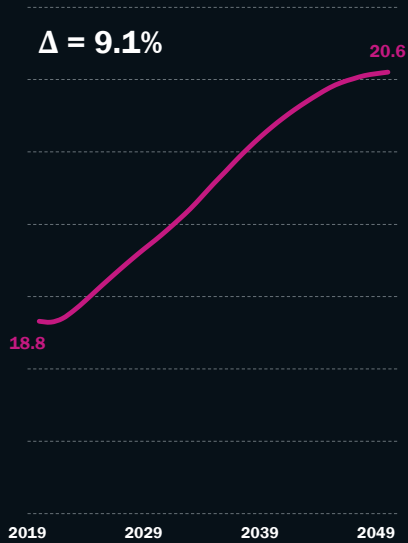




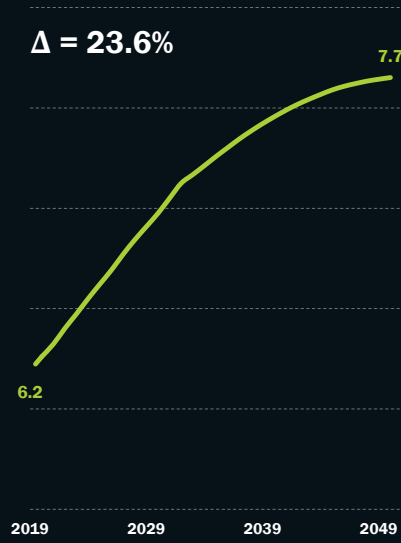
# Preliminary Regional Projections



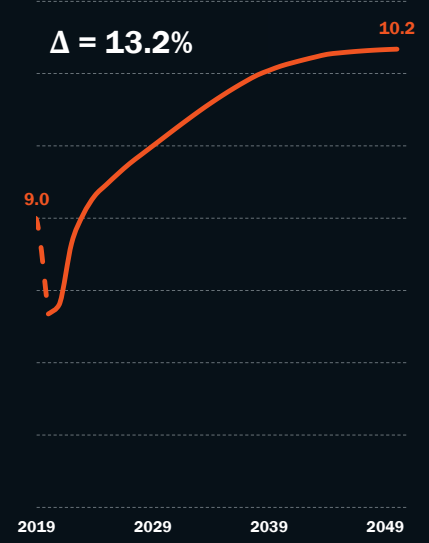
## Population (millions)



## Households (millions)



## Employment (millions)

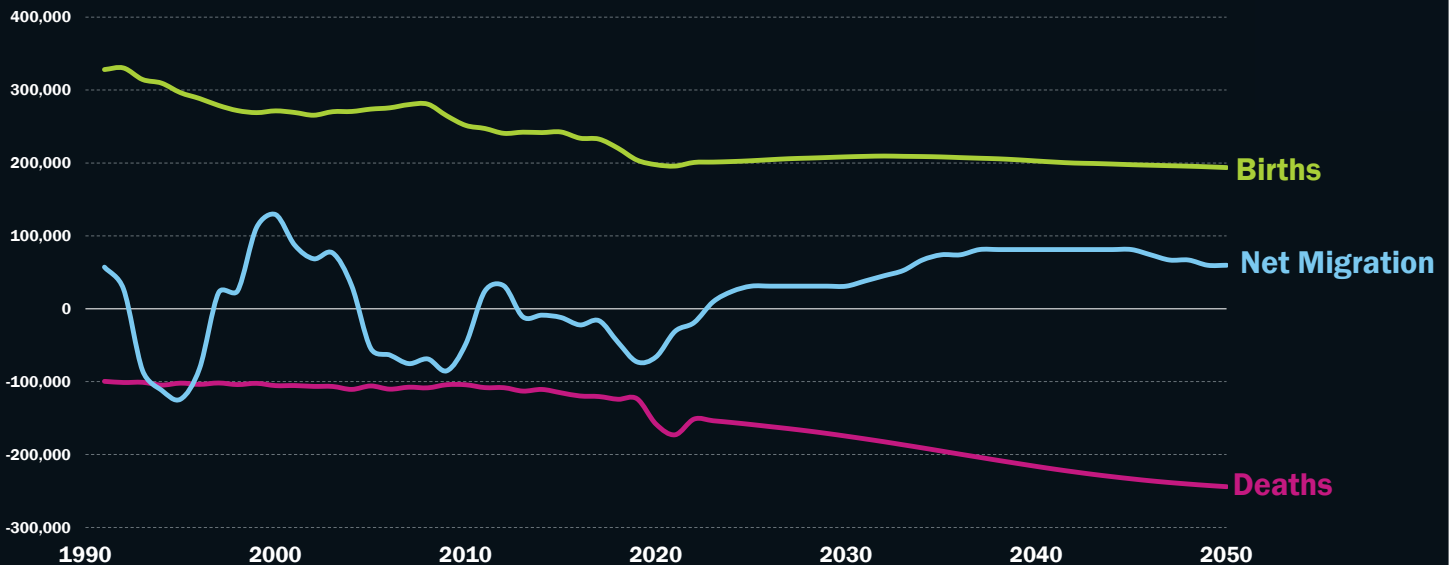


Note: Connect SoCal 2020 projected 19.5% population growth, 27.0% household growth, and 19.8% employment growth from 2016-2045.

# Population Change & Aging



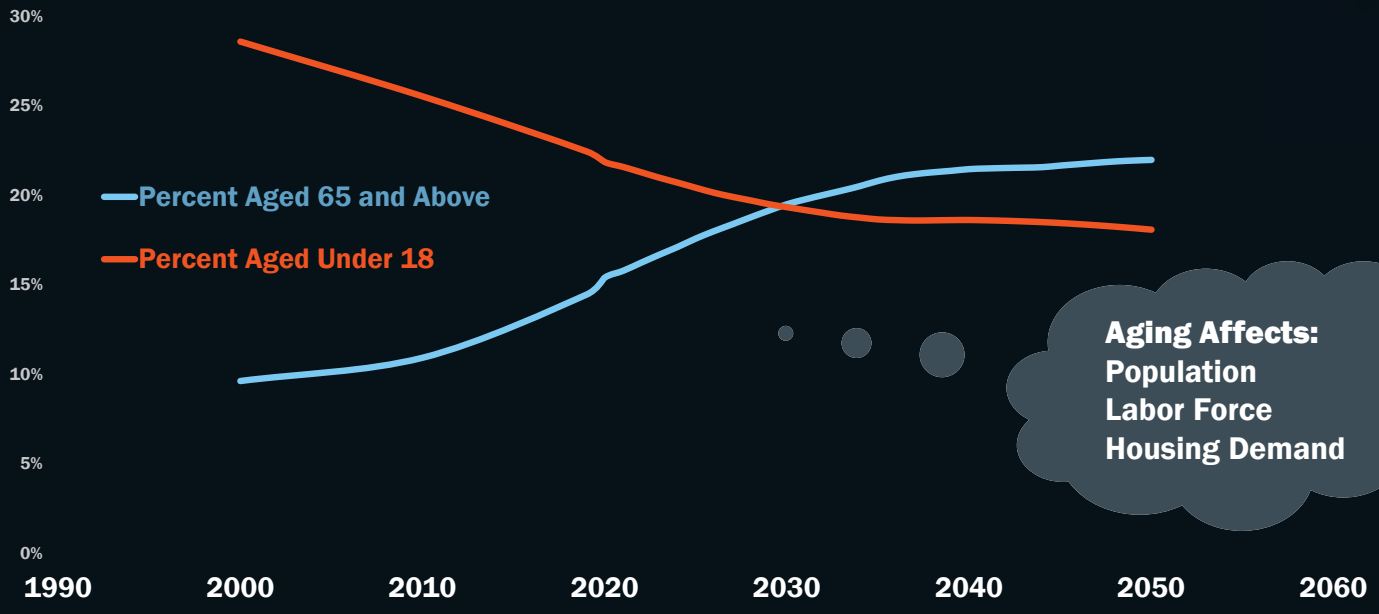
## Components of SCAG Region Population Change



Source: CA DOF (historical) and SCAG (projection). Figures expressed represent total annual population change.

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

# Population Change & Aging



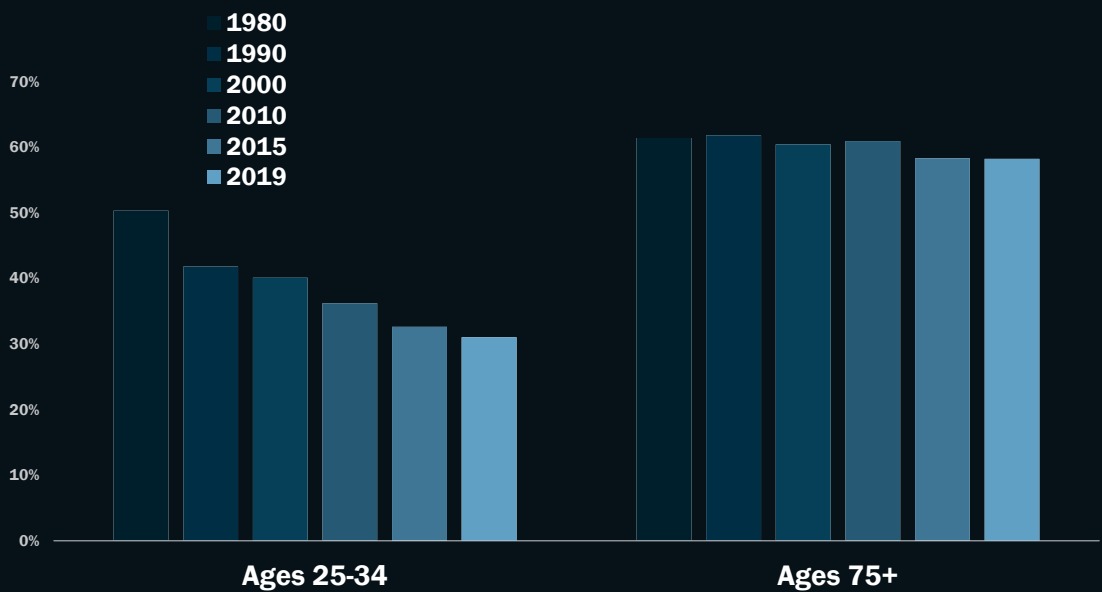
**Aging Affects:**  
Population  
Labor Force  
Housing Demand

Source: CA DOF (historical) and SCAG (projection).

# Generational Differences in Household Formation



Is the drop in household formation beginning to turn around?



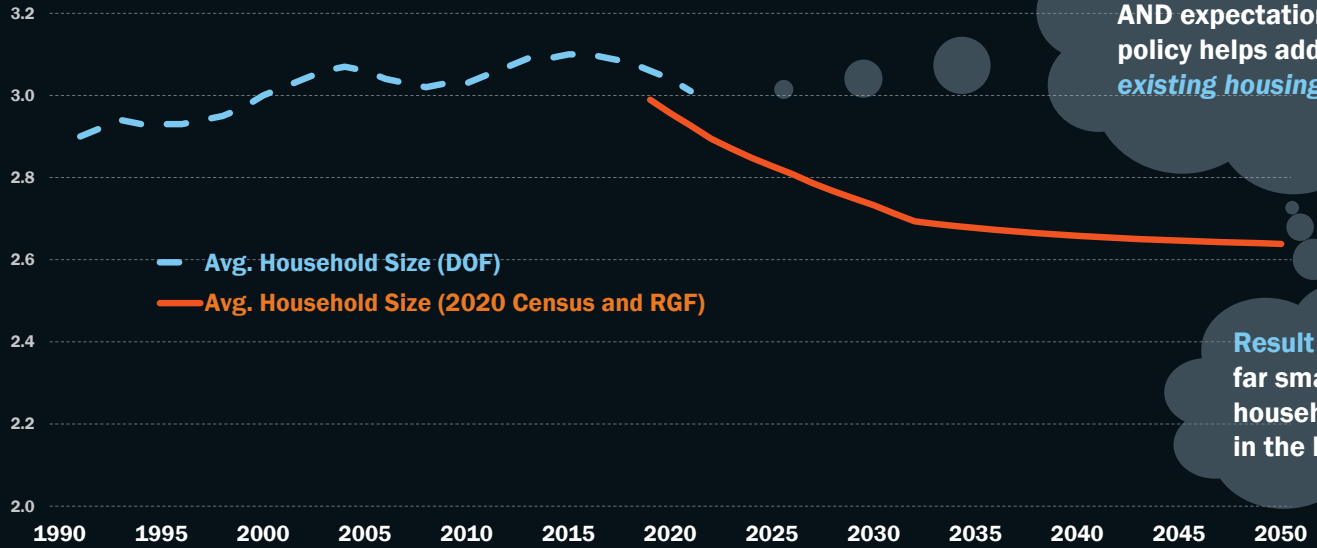
**Household Forecast** reflects aging AND expectation that policy helps address *existing housing need*

Source: CA DOF and SCAG.

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

# Household Formation & Household Size

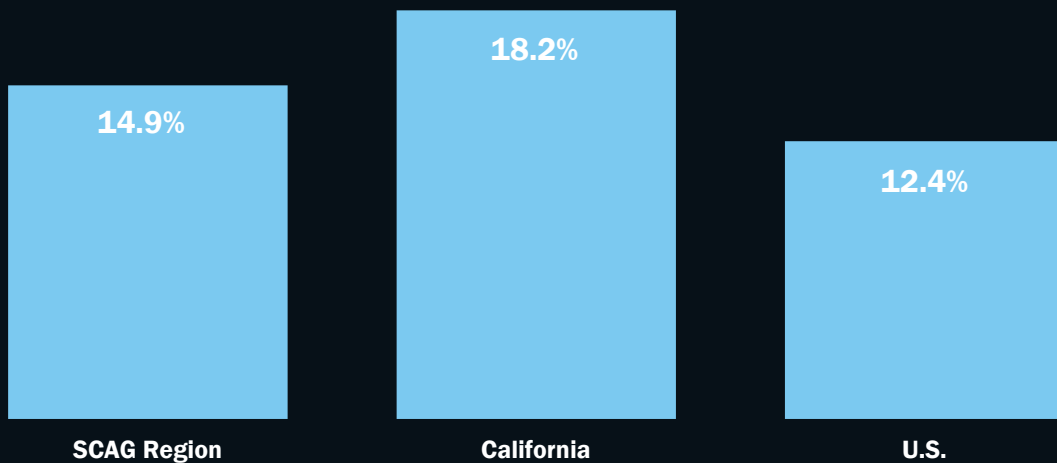
## SCAG Region Average Household Size



Source: CA DOF and SCAG.

# Job Projections– SCAG’s Economic Base

## Growth in Basic Industry Jobs 2019-2050



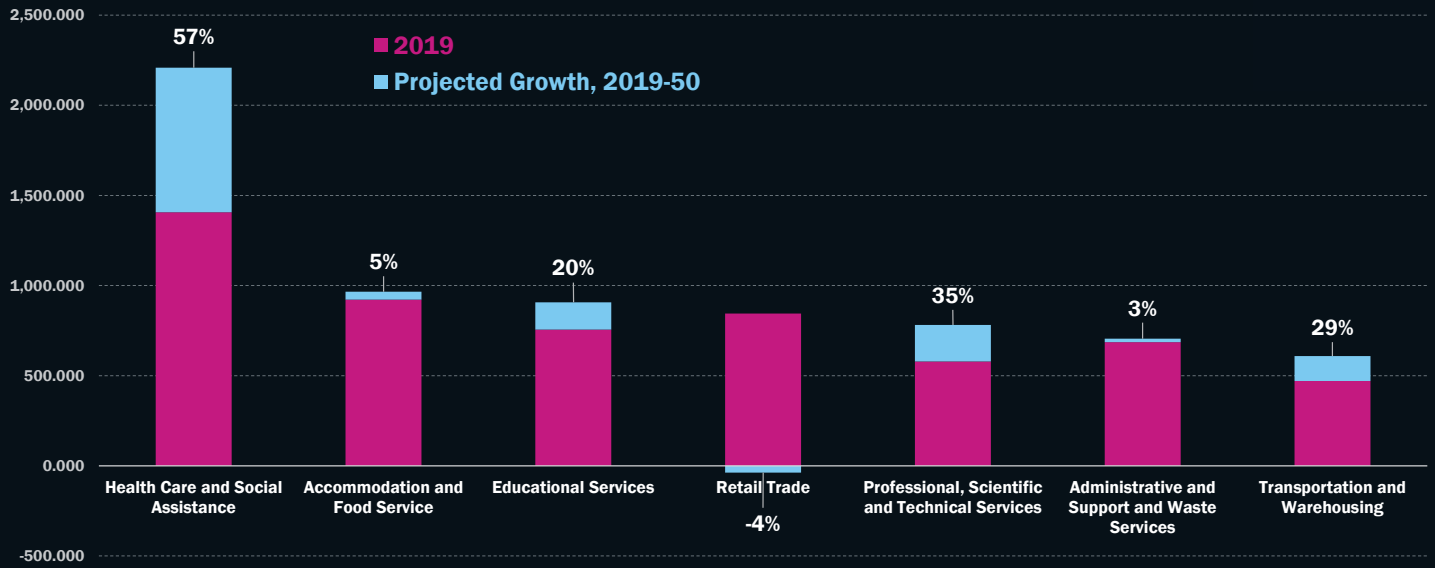
SCAG specializes in sectors which are expected to grow faster than the nation

Source: CCSCE and SCAG.

# Job Projections



## Top Industries in 2050 for the SCAG Region



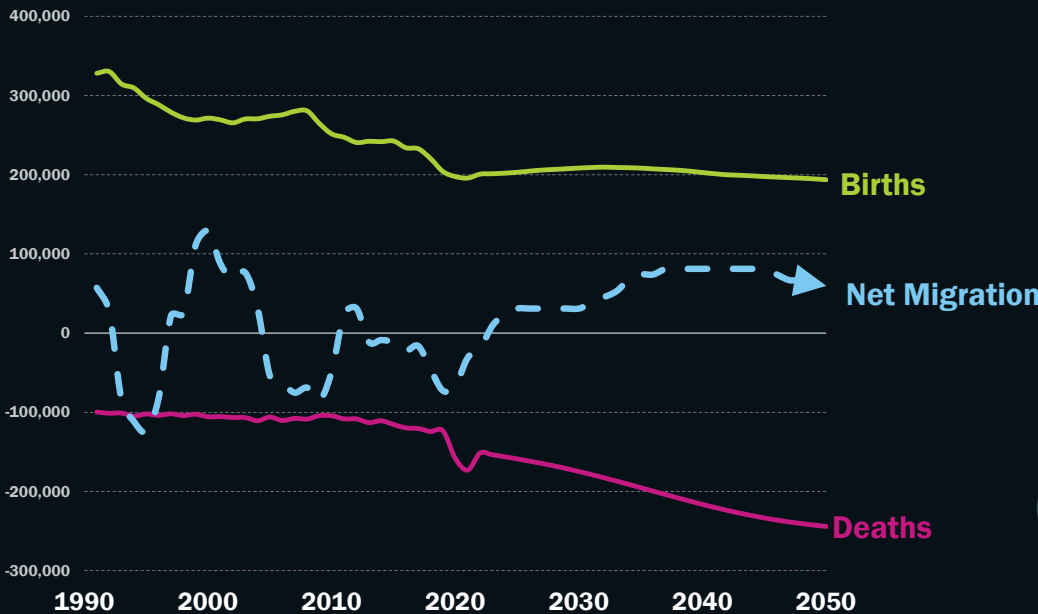
Source: CCSCE and SCAG.

2

# Labor Force: Linking Jobs and Population



## Components of SCAG Region Population Change



Planning for a Region where Southern Californians of all ages are able to live here if they want to

Source: CA DOF and SCAG.

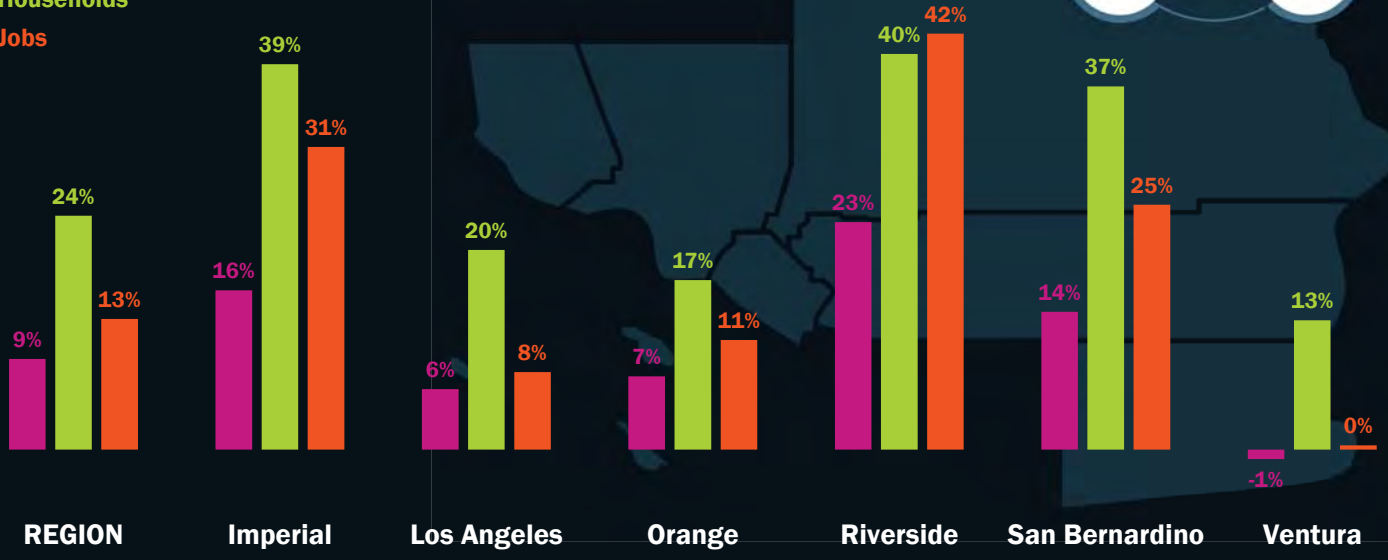
2

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

# County Projections

## Percent Change 2019-2050

- Population
- Households
- Jobs



# Next Step: Local Data Exchange

**SCAG**  
 INVESTING IN A BETTER TOMORROW

CONNECT SOCAL 2024  
 The 2024 Regional Transportation Plan/Sustainable Communities Strategy

LOCAL DATA EXCHANGE (LDX) PROCESS  
**DATA/MAP BOOK**

for the City of  
**ALHAMBRA**

PRELIMINARY | FEBRUARY 2022



Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

# Connect SoCal 2024 in the Year Ahead



2



AGENDA ITEM 11  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

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

**Subject:** Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and  
Amendments \$5,000 - \$74,999

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**BACKGROUND:**

**SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$200,000**

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Imperial County Transportation Commission	FY22 ICTC Office Technician	\$30,000
Softwareone Inc.	FY22 Adobe License Renewal	\$12,960
Zoom Video Communications Inc.	FY22 Zoom License Renewal	\$12,806
SJM Industrial Radio	FY22 Floor Warden Motorola Radios	\$8,214
Coalition For Americas Gateway & Trade Corridors	FY22 Membership	\$6,500
Los Angeles County Business Federation	FY22 Bizfed Membership	\$6,000
CSUSB Philanthropic Foundation	FY22 Membership	\$5,000

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Various (21-047-C01 through 21-047-C19)	Monthly report on Regional Early Action Plan Program (REAP) on-call services.	Various (as identified the attachment)



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

<b><u>Consultant/Contract #</u></b>	<b><u>Contract's Purpose</u></b>	<b><u>Contract Amount</u></b>
Performance Works (22-011-C01)	The consultant shall provide guidance, advice and facilitation to assist staff with completing an update to SCAG's Strategic Plan working with SCAG leadership, partners, stakeholders and staff.	\$195,000
LogMeIn Communications, Inc (22-030-C01)	The consultant shall provide Voice over Internet Protocol (VoIP) telephone services to SCAG. SCAG staff will use this system to communicate with other staff, various partners, stakeholders and community members and is essential to daily work.	\$111,326
SunLine Transit Agency (22-023-C01)	The California Office of Traffic Safety has awarded SCAG funding to provide a co-branded Go Human advertisement program to local agency partners in the region. In alignment with SCAG's efforts to increase safety for people walking and biking, the co-branded Go Human advertisement program provides printed material and art files for local partners to implement traffic safety campaigns. SCAG has identified the regional partner SunLine Transit Agency to provide advertisement space in the form of bus wraps to address safety concerns for those taking public transit in the Coachella Valley. This partner offered to produce and install (3) bus wraps of advertisements to promote SCAG's Go Human traffic safety message.	\$28,508





SCAG executed these Amendments for more than \$5,000 but less than \$75,000 and less than 30% of the original contract value

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

**ATTACHMENT(S):**

1. Contract Summary 22-011-C01
2. Contract Summary 22-030-C01
3. Contract Summary 22-023-C01
4. Contract Summary 21-047-C01 through C19

**CONSULTANT CONTRACT NO. 22-011-C01**

<b>Recommended Consultant:</b>	Performance Works																
<b>Background &amp; Scope of Work:</b>	The consultant shall provide guidance, advice and facilitation to assist staff with completing an update to SCAG’s Strategic Plan working with SCAG leadership, partners, stakeholders and staff.																
<b>Project’s Benefits &amp; Key Deliverables:</b>	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> <li>• Providing consulting expertise and facilitation to SCAG staff for completing an update of SCAG’s Strategic Plan.</li> </ul>																
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal: This item supports the entire Strategic Plan by working to update it to SCAG’s current and future needs.																
<b>Contract Amount:</b>	<table border="0" style="width: 100%;"> <tr> <td><b>Total not to exceed</b></td> <td align="right"><b>\$195,000</b></td> </tr> <tr> <td>Performance Work (prime consultant)</td> <td></td> </tr> <tr> <td>Emergent Solutions, Inc. (subconsultant)</td> <td></td> </tr> </table> <p>Note: This contract will be for on call services. It will be task order based on labor hours with a not to exceed amount for each task order.</p>	<b>Total not to exceed</b>	<b>\$195,000</b>	Performance Work (prime consultant)		Emergent Solutions, Inc. (subconsultant)											
<b>Total not to exceed</b>	<b>\$195,000</b>																
Performance Work (prime consultant)																	
Emergent Solutions, Inc. (subconsultant)																	
<b>Contract Period:</b>	January 21, 2021 through December 31, 2024.																
<b>Project Number:</b>	810.0120.02 \$75,000 Funding source: Indirect Cost  Funding of \$75,000 is currently available in the FY 2021-22 Indirect Cost Program Budget, and additional \$100,000 and \$20,000 are expected to be available in FY 2022-23 and FY 2023-24 Indirect Cost Program Budget respectively in Project Number 81.0120.02, subject to budget availability.																
<b>Request for Proposal (RFP):</b>	SCAG staff notified 1,282 firms of the release of RFIQ No. 22-011 via SCAG’s Solicitation Management System website. A total of 58 firms downloaded the RFP. SCAG received the following eight (8) proposals in response to the solicitation.  * Note: This contract will be for on call services. It will be task order based on labor hours with a not to exceed amount for each task order., therefore rates are not listed below:																
	<table border="0" style="width: 100%;"> <tr> <td><b>Performance Works (1 subconsultant)</b></td> <td align="right"><b>*N/A</b></td> </tr> <tr> <td>AECOM – (1 subconsultant)</td> <td align="right">N/A</td> </tr> <tr> <td>ARUP – (no subconsultants)</td> <td align="right">N/A</td> </tr> <tr> <td>CityFi and Sam Schwartz</td> <td align="right">N/A</td> </tr> <tr> <td>Guidehouse</td> <td align="right">N/A</td> </tr> <tr> <td>MCG and Associates</td> <td align="right">N/A</td> </tr> <tr> <td>RDA</td> <td align="right">N/A</td> </tr> <tr> <td>Tandem Motion</td> <td align="right">N/A</td> </tr> </table>	<b>Performance Works (1 subconsultant)</b>	<b>*N/A</b>	AECOM – (1 subconsultant)	N/A	ARUP – (no subconsultants)	N/A	CityFi and Sam Schwartz	N/A	Guidehouse	N/A	MCG and Associates	N/A	RDA	N/A	Tandem Motion	N/A
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ARUP – (no subconsultants)	N/A																
CityFi and Sam Schwartz	N/A																
Guidehouse	N/A																
MCG and Associates	N/A																
RDA	N/A																
Tandem Motion	N/A																

Attachment: Contract Summary 22-011-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

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

The PRC consisted of the following individuals:

Debbie Dillon Chief Strategy Officer, SCAG  
Nicole Katz, Sr Human Resources Analyst, SCAG  
Shalina Khanna, Human Analyst II, SCAG

**Basis for Selection:** The PRC recommended Performance for the contract award because the consultant:

- Demonstrated the most relevant experience. They are the only firm that has worked with a Metropolitan Planning Organization doing strategic planning and organizational assessment work;
- Was strongest in highlighting Diversity, Equity, Inclusion expertise and -clearly articulated integrated approach and systems thinking; and
- Demonstrated the best knowledge of SCAG’s business and they proposed competitive hourly rates.

**CONSULTANT CONTRACT NO. 22-030-C01**

**Recommended Consultant:** LogMeIn Communications, Inc.

**Background & Scope of Work:** Under this agreement, LogMeIn, Inc. will provide Voice over Internet Protocol (VoIP) telephone services to SCAG. SCAG staff will use this system to communicate with other staff, various partners, stakeholders and community members and is essential to daily work.

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

- Providing various telephone services and features essential to daily work;
- Integrating with existing systems including Microsoft Teams Dialpad;
- Ensuring continuity through vendor provided soft phones; and
- Providing a simple setup, easy to manage, and reliable system with necessary technical support.

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

**Contract Amount:** **Total not to exceed** **\$111,326**

**Contract Period:** December 30, 2021 through December, 31, 2024

**Project Number:** 811-1163.08 \$111,326  
Funding source: Indirect Cost Program Budget

Funding of \$16,200 is available in the FY 2021-2022 Indirect Cost Program Budget, and the remaining \$95,126 is expected to be available in FY 2022-2023, FY 2023-2024, and FY 2024-2025 Indirect Cost Program Budget in Project Number 811-1163.08. Specifically, \$38,050 is expected to be available in FY 2022-2023, and \$38,050.46 in FY 2023-2024, and \$19,025.48 in FY 2024-2025 Indirect Cost Program Budget, subject to budget availability.

**Basis for Selection:** In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with The Interlocal Purchasing System (TIPS) Contract: 191003, that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for services as provided by LogMeIn, Inc.

Attachment: Contract Summary 22-030-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

**CONSULTANT CONTRACT NO. 22-023-C01**

<b>Recommended Consultant:</b>	SunLine Transit Agency
<b>Background &amp; Scope of Work:</b>	The California Office of Traffic Safety has awarded SCAG funding to provide a co-branded <i>Go Human</i> advertisement program to local agency partners in the region. In alignment with SCAG’s efforts to increase safety for people walking and biking, the co-branded <i>Go Human</i> advertisement program provides printed material and art files for local partners to implement traffic safety campaigns. SCAG has identified the regional partner SunLine Transit Agency to provide advertisement space in the form of bus wraps to address safety concerns for those taking public transit in the Coachella Valley. This partner offered to produce and install (3) bus wraps of advertisements to promote SCAG’s <i>Go Human</i> traffic safety message.
<b>Project’s Benefits &amp; Key Deliverables:</b>	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"><li>• Three (3) bus wrap advertisements, including installation on the driver, passenger, and rear sides of each bus; and</li><li>• Increased reach of safety messaging in the Coachella Valley.</li></ul>
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; and Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.
<b>Contract Amount</b>	<b>Total not to exceed</b> <span style="float: right;"><b>\$28,508</b></span> SunLine Transit Agency (prime consultant)
<b>Contract Period:</b>	October 1, 2021 through October 25, 2021
<b>Project Number(s):</b>	225-3564J7.17      \$28,508 Funding source: California Office of Traffic Safety
<b>Basis for Selection:</b>	Staff made the contract award pursuant to Procurement Manual (January 2021) Section 7.3.1 which authorizes staff to award the contract to a governmental entity (SunLine Transit Agency).

Attachment: Contract Summary 22-023-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

**CONSULTANT CONTRACT NOS. 21-047-C01 THROUGH 21-047-C19**  
**MONTHLY REAP FOLLOW UP**

**Selected  
Consultants:**

1. AECOM Technical Services, Inc.
2. Arup North America, Ltd.
3. Ascent Environmental, Inc.
4. BAE Urban Economics, Inc.
5. CTY Housing, Inc.
6. ECONorthwest
7. Estolano Advisors
8. HR&A Advisors Inc.
9. Kimley-Horn and Associates, Inc.
10. Kosmont & Associates, Inc.
11. LeSar Development Consultants
12. National Community Renaissance of California
13. Opticos Design, Inc.
14. Raimi + Associates
15. Stantec Consulting Services, Inc.
16. RDC-S111 (dba Studio One Eleven)
17. Turner Housing Innovation Labs, Inc.
18. Woodsong Associates, LLC
19. WSP USA Inc.

**Background &  
Scope of Work:**

On April 1, 2021, the Regional Council approved a procurement program to accelerate project delivery for the Regional Early Action Plan Program (REAP) and requested staff to report back monthly on procurement activities related to the On Call Services for the REAP Program. This report is to inform the RC of those activities. This report is to inform the Regional Council of procurement activities, contracts and amendments related to the On-call Services for the REAP Program.

In summary, the REAP Program provides a new model for timely implementation of SCAG's local assistance programs and the Regional Council has approved the following:

- (1) Authorized staff to enter into up to a total of \$10,000,000 in On Call Services contracts to implement the Regional Council's approved REAP work program, upon completion of competitive procurement and selection of consultants for the On Call Services;
- (2) Waived SCAG's procurement requirement to first obtain the Executive/Administration Committee's and Regional Council's approval for contracts at or above \$200,000 prior to execution, for any individual contract up to \$500,000 awarded to complete work that is part of the Regional Council's approved REAP grant funded program and authorization for the Executive Director or his/her designee to execute such contracts upon consultation with legal counsel;
- (3) Waived SCAG's procurement requirement necessitating Executive/Administration Committee's and Regional Council approval prior to entering any contract amendment exceeding \$75,000 or 30% (whichever is less) and, instead, requiring amendments of 30% or more to be first approved by the Executive/Administration Committee and Regional Council, and authorizing the Executive Director or his/her designed to execute such amendments upon

consultation with legal counsel; and (4) directing staff to make monthly informational reports to the Regional Council of procurement activities, contracts and amendments related to REAP made pursuant to this action.

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

- Supporting local jurisdictions in the update of their Housing Elements;
- Assistance with integrated land use planning, urban design and land use policy;
- Assistance with community development finance;
- Assistance with racial equity analysis and training; and
- Assistance with Grant Writing and Grant Program Administration.

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

**Contract Amount:** **Total not to exceed** **\$10,000,000**

Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, the amount that may be funded to each consultant is not yet determined

**Contract Period:** June 2021 through December 31, 2023

**Project Number(s):** 300.4887.01 – 300.4887.04  
 300.4888.01  
 300.4889.01 – 300.4889.04  
 300.4890.01 – 300.4890.02  
 300.4891.01 – 300.4891.02

Funding source(s): REAP Program Grant

**Update** Below is a table showing the on-call services procurements, and their status at present. Any future dates are subject to change, and procurements may be added or removed to this list.

Project #	Project Title	RFP Release Date	Progress Status (Comments)	Consultant Selected	Award Amount
1	Housing Policy Leadership Academy (P&O-1 Leadership Academy)	05/03/21	Task Order Executed	LeSar Development Consultants	\$815,823
2	SCAG Development Streamlining (HPS-1 CEQA)	05/25/21	Task Order Executed	Ascent Environmental, Inc.	\$337,738
3	Advanced Accessory Dwelling Unit (ADU) Bundle (HSD 1-A - Advanced ADU Bundle)	06/30/21	Task Order Executed	AECOM Technical Services, Inc.	\$546,676

Project #	Project Title	RFP Release Date	Progress Status (Comments)	Consultant Selected	Award Amount
4	Westside Cities COG (WSCCOG) Partnership (HPS-2 Other to Residential)	07/16/21	Task Order Executed	ARUP US, Inc.	\$148,513
5	Other-To Residential Tool Kit (HSD 2-A EIFD Bundle)	07/30/21	Task Order Executed	Studio One Eleven	\$137,740
6	1-B HSD Preliminary ADU Bundle (HSD 1-B Preliminary ADU Bundle)	08/04/21	Task Order Executed	Woodsong Associates	\$533,965
7	2-A HSD EIFD Bundle	07/30/21	Task Order Executed	Kosmont	\$582,638
8	3-A HSD Objective Development Standards	N/A	Cancelled and replaced with MRFP #18	N/A	N/A
9	2-D HSD One San Pedro EIFD Study	08/11/21	Task Order Executed	Kosmont	\$222,834
10	Digitize Utilities Inventory For Housing Tool	N/A	Cancelled and replaced with MRFP #12	N/A	N/A
11	2-C HSD Heart of Hollywood TIF (HSD 2-C Heart of Hollywood TIF Study)	08/19/21	Consultant selected. Task Order routing internally for approval	HR&A Advisors	TBD
12	Digitize Utilities Inventory For Housing Tool (HSD 2-B Palmdale Housing Project)	09/24/21	Evaluating and negotiating with consultant	Black & Veatch	TBD
13	2-B HSD Palmdale Housing Project	N/A	Cancelled and replaced with MRFP #24	N/A	N/A
14	Regional Resilience Framework	01/13/22	Proposals due 2/14/22	TBD	N/A
15	3-E HSD South El Monte Zoning Update	10/01/21	Task Order Executed	WSP USA, Inc.	\$239,394
16	3-C HSD Rialto Specific Plan Update	10/14/21	Consultant selected. Task Order routing internally for approval	WSP USA, Inc.	\$467,604
17	San Fernando Valley COG (SFVCOG) Partnership Program	11/29/21	Evaluating and negotiating with consultant	TBD	TBD
18	3-A1 HSD Objective Development Standards LA	10/27/21	Evaluating and negotiating with consultant	AECOM Technical Services, Inc.	TBD

Attachment: Contract Summary 21-047-C01 through C19 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments



Project #	Project Title	RFP Release Date	Progress Status (Comments)	Consultant Selected	Award Amount
19	3-A2 HSD Objective Development Standards Bundle	10/27/21	Cancelled. Preparing to reissue.	N/A	N/A
20	Unassigned	N/A	N/A	N/A	N/A
21	Metro's Joint Development	12/01/21	Proposals due 1/21/22	TBD	TBD
22	SRP-1A Westside Cities COG (WSCCOG) REAP Subregional Partnership (Project #4 - re-release)	12/21/21	Proposals due 1/31/22	TBD	TBD
23	Metro's Equitable Housing	12/22/21	Proposals due 2/4/22	TBD	TBD
24	2-B HSD Palmdale Housing Project	01/07/22	Proposals due 2/4/22	TBD	TBD



AGENDA ITEM 12  
REPORT

Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: CFO Quarterly Report

**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.

**CFO REPORT UPDATES:**

In an effort to continue to evolve the information provided in the monthly CFO report, additional changes are being proposed. Specifically, staff is evaluating the content of the monthly CFO report charts. As an initial step, staff is proposing to provide these charts on a quarterly basis instead of monthly. The attached CFO charts, provide all financial information on either a year-to-date or quarter-to-date basis. By changing the frequency to quarterly, staff will be able to further evolve the content and presentation of meaningful financial information within the charts in the future. Staff is open to, and appreciative of, any feedback from the RC or EAC on financial information that they would like to see possibly included or retained in the now quarterly charts. Note that the CFO report will remain monthly, while the charts will be prepared and added to the report quarterly.

**MEMBERSHIP DUES:**

As of January 13, 2022, 184 cities and 6 counties had paid their FY22 dues. This represents 99.65% of the dues assessment. One city has yet to pay its dues.

**BUDGET & GRANTS (B&G):**

Staff worked on FY 2021-22 2<sup>nd</sup> Quarter OWP Progress Report. This mid-year progress report for OWP projects was submitted to Caltrans before its deadline, January 28, 2022.

On January 26, 2022, SCAG had its annual OWP development and coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed work program for FY



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2022-23 and reported accomplishments and progress on major projects in the current fiscal year. A draft OWP budget will be presented to the EAC and RC in March 2022.

Staff received signed Sub-Recipient Self-Certification letters from the Last Mile Freight Program (LMFP) subrecipients and continued reviewing the responses to assure that all the subrecipients have sufficient support to successfully implement the awarded projects. Concurrently, staff has been working with the LMFP subrecipients in reviewing the MOU template and addressing any questions or comments they may have.

**CONTRACTS:**

In December 2021, the Contracts Department issued two (2) Request for Proposals; awarded two (2) contracts; issued eleven (11) contract amendments; and processed 19 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 148 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month, Contracts' staff negotiated \$88,674 in budget savings, bringing the Fiscal Year total \$391,403 in savings.

**ATTACHMENT(S):**

1. CFO Charts



# Office of the Chief Financial Officer

## Quarterly Report

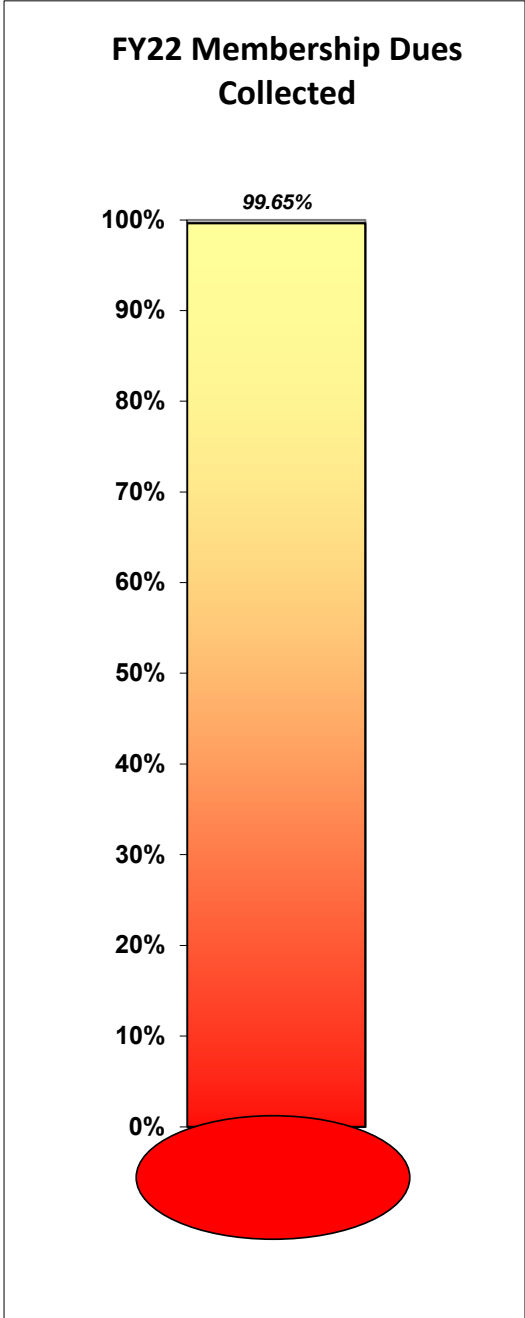
### DECEMBER 2021

**OVERVIEW**

As of January 13, 2022, 184 cities and 6 counties had paid their FY22 dues. This represents 99.65% of the dues assessment. One city has yet to pay their dues.

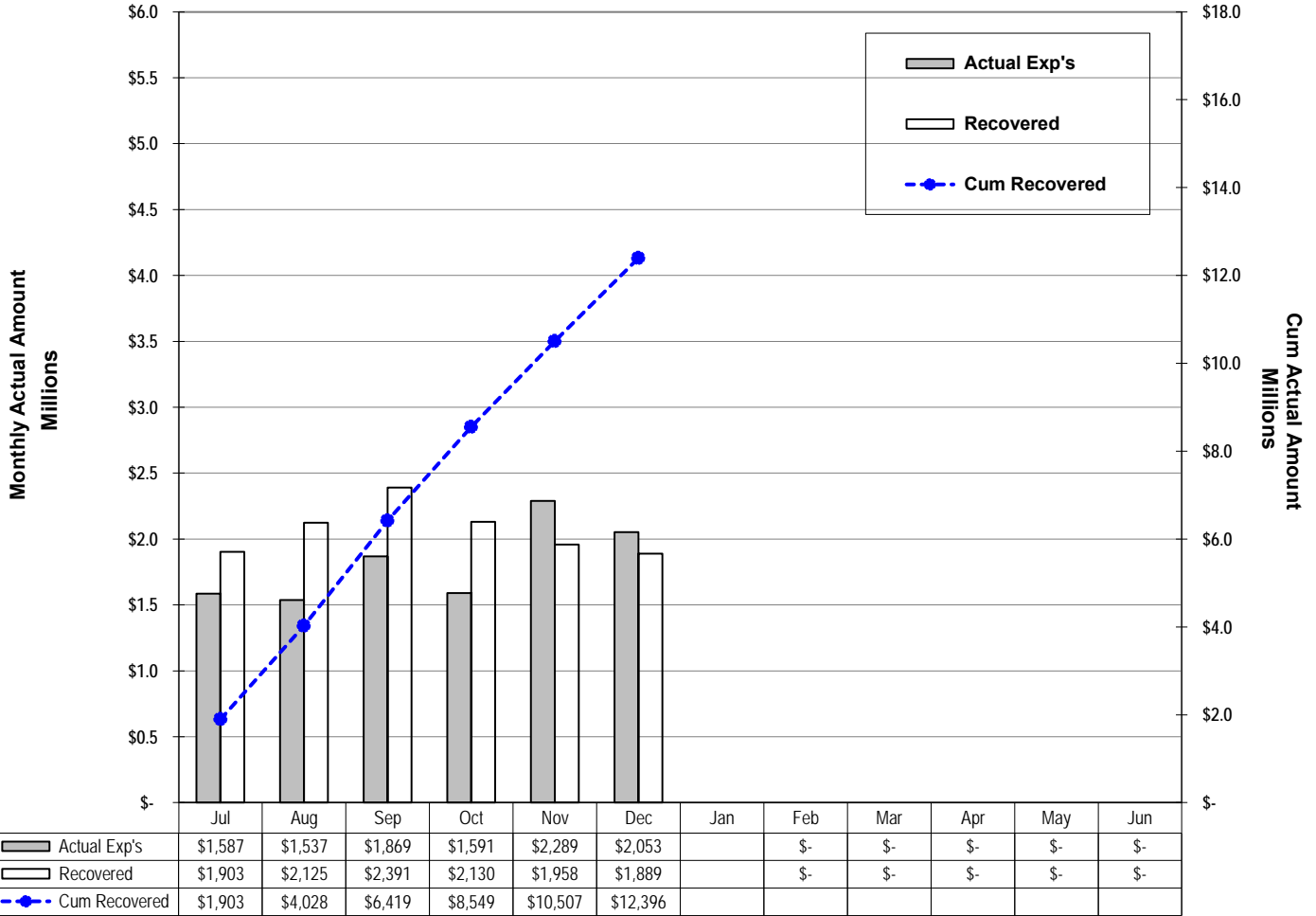
**SUMMARY**

FY22 Membership Dues	<u>\$ 2,193,246</u>
	<u>                  </u>
	<u>                  </u>
Total Collected	<u>\$ 2,185,612</u>
	<u>                  </u>
Percentage Collected	<u>99.65%</u>





### FY22 INDIRECT COST & RECOVERY



Attachment: CFO Charts [Revision 1] (CFO Monthly Report)

#### OVERVIEW

**A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.**

#### SUMMARY

**Through December 2021, SCAG was over-recovered by \$1,469,684.93 due to unspent Indirect Cost budget. This is in line with the over-recovery built into the FY22 IC rate.**



**Office of the CFO**  
Consolidated Balance Sheet

	9/30/2021	12/31/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 6,813,076	\$ 9,788,079		
LA County Investment Pool	\$ 8,375,312	\$ 4,271,858		
Cash & Investments	\$ 15,188,388	\$ 14,059,937	\$ (1,128,451)	Revenues of \$14.6M and Expenses of \$15.7M both on cash basis.
Accounts Receivable	\$ 14,351,732	\$ 13,496,533	\$ (855,199)	Payments of \$7.75M from FHWA PL, \$2.95M from FTA5303, \$3.31M from MSRC, \$958K from FTA5339, \$838K from OTS Grant V, \$709K from ATP grants, \$384K from TDA, \$379K from FY22 SB1, \$361K from memberships, \$224K from FHWA ATP II, \$153K from OCDAP, \$33K from City of LA, \$20K from DOE, \$5K from sponsorship, \$4K from REAP, and \$16K from Interest and Misc items, offset by billings of \$4.4M to MSRC, \$4.04M to FHWA PL, \$1.92M to FTA5303, \$958K to FTA5339, \$838K to OTS Grant V, \$384K to TDA, \$307K to FY19 ATP, \$217K to FY22 SB1 SC Formula, \$153K to OCDAP, \$20K to DOE, \$18K to Membership, \$16K to other Misc Items, \$5K to sponsorship, \$4K to REAP and \$3.9M AR Unbilled.
Other Current Assets	\$ 288,243	\$ 209,896	\$ (78,347)	The decrease is due to net amortization of \$50K in prepaid expenses plus net IC/FB fund over recovery of \$28K.
Fixed Assets - Net Book Value	\$ 5,433,945	\$ 5,433,945	\$ -	
<b>Total Assets</b>	<b>\$ 35,262,308</b>	<b>\$ 33,200,310</b>	<b>\$ (2,061,997)</b>	
Accounts Payable	\$ (885,396)	\$ (703,092)	\$ 182,304	Decrease in Accounts Payable due to decrease in Contracts \$147K and AP \$35K.
Employee-related Liabilities	\$ (361,019)	\$ (851,430)	\$ (490,411)	Increase in liabilities due to 10 unpaid working days in December and 7 in November.
Deferred Revenue	\$ (7,553,932)	\$ (7,703,766)	\$ (149,834)	Increase due to OCDAP billing of \$153,603 but offset by \$4,465 decrease in REAP AB 101 billing
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (8,800,347)</b>	<b>\$ (9,258,288)</b>	<b>\$ (457,941)</b>	
<b>Fund Balance</b>	<b>\$ 26,461,961</b>	<b>\$ 23,942,023</b>	<b>\$ (2,519,938)</b>	
<b>WORKING CAPITAL</b>				
	9/30/2021	12/31/2021	Incr (decr) to working capital	
Cash	\$ 15,188,388	\$ 14,059,937	\$ (1,128,451)	
Accounts Receivable	\$ 14,351,732	\$ 13,496,533	\$ (855,199)	
Accounts Payable	\$ (885,396)	\$ (703,092)	\$ 182,304	
Employee-related Liabilities	\$ (361,019)	\$ (851,430)	\$ (490,411)	
<b>Working Capital</b>	<b>\$ 28,293,705</b>	<b>\$ 26,001,948</b>	<b>\$ (2,291,757)</b>	

Attachment: CFO Charts [Revision 1] (CFO Monthly Report)



**Office of the CFO**  
*Fiscal Year-To-Date Expenditure Report Through December 31, 2021*

**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	Staff & Allocated Fringe Benefits	257,016	258,231	106,810	-	151,421	41.4%
2	51001 Allocated Indirect Costs	363,202	373,539	150,934	-	222,605	40.4%
3	54300 SCAG Consultants	288,000	438,000	255,000	145,626	37,374	58.2%
4	54340 Legal costs	120,000	220,000	67,168	152,832	0	30.5%
5	55441 Payroll, bank fees	15,000	15,000	4,048	10,952	0	27.0%
6	55580 Outreach/Advisement	-	1,000	661	307	32	66.1%
7	55600 SCAG Memberships	127,600	127,600	76,105	27,023	24,472	59.6%
8	55610 Professional Membership	11,500	11,500	3,128	2,657	5,715	27.2%
9	55620 Res mat/sub	2,000	2,000	-	-	2,000	0.0%
10	55730 Capital Outlay > \$5,000	1,512,183	1,362,183	824,155	148,439	389,589	60.5%
11	55840 Training Registration	-	12,000	11,996	-	4	100.0%
12	55860 Scholarships	44,000	44,000	-	-	44,000	0.0%
13	55910 RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
14	55912 RC Retreat	13,000	13,000	-	-	13,000	0.0%
15	55914 RC General Assembly	611,500	499,948	-	-	499,948	0.0%
16	55915 Demographic Workshop	28,000	28,000	-	1	27,999	0.0%
17	55916 Economic Summit	85,000	85,000	25,000	8,925	51,075	29.4%
18	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
19	55920 Other Meeting Expense	86,500	73,900	7,386	26,575	39,939	10.0%
20	55xxx Miscellaneous other	67,000	66,600	1,377	13,002	52,222	2.1%
21	55940 Stipend - RC Meetings	202,000	202,000	90,510	-	111,490	44.8%
22	56100 Printing	10,000	10,000	-	10,000	0	0.0%
23	58100 Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
24	58101 Travel - local	47,500	47,500	1,490	-	46,010	3.1%
25	58110 Mileage - local	31,500	31,500	34	-	31,466	0.1%
26	58150 Travel Lodging	13,000	13,000	23	-	12,977	0.2%
27	58800 RC Sponsorships	165,000	165,000	26,700	15,431	122,869	16.2%
28	<b>Total General Fund</b>	<b>4,213,001</b>	<b>4,213,001</b>	<b>1,652,523</b>	<b>551,770</b>	<b>2,008,708</b>	<b>39.2%</b>
29				-			
30	Staff & Allocated Fringe Benefits	17,631,038	18,033,507	8,665,870	-	9,367,637	48.1%
31	5100x Allocated Indirect Costs	24,915,148	26,086,213	12,245,741	-	13,840,472	46.9%
32	543xx SCAG Consultants	40,296,922	76,686,356	4,234,840	38,461,066	33,990,450	5.5%
33	54302 Non-Profits/IHL	933,245	1,176,911	171,484	381,195	624,232	14.6%
34	54340 Legal Services	-	324,258	68,878	151,278	104,102	21.2%
35	54360 Pass-through Payments	9,191,406	5,007,208	958,403	4,048,805	0	19.1%
36	55210 Software Support	600,000	600,000	84,556	277,274	238,169	14.1%
37	55250 Cloud Services	1,635,500	574,274	157,836	416,437	0	27.5%
38	5528x Third Party Contributions	5,230,855	5,684,801	2,266,453	-	3,418,348	39.9%
39	55310 F&F Principal	264,368	264,368	130,581	111,714	22,073	49.4%
40	55315 F&F Interest	10,423	10,423	6,340	3,244	839	60.8%
41	55320 AV Principal	149,034	149,034	73,506	75,528	0	49.3%
42	55325 AV Interest	2,642	2,642	1,568	1,074	0	59.3%
43	55415 Off Site Storage	9,124	9,124	4,693	-	4,431	51.4%
44	55520 Hardware Supp	5,000	5,000	-	-	5,000	0.0%
45	55580 Outreach	64,000	64,000	16,000	-	48,000	25.0%
46	55620 Resource Materials - subscrib	540,000	540,000	47,393	107,365	385,242	8.8%
47	55730 Capital Outlay > \$5,000	-	10,560	-	-	10,560	0.0%
48	55810 Public Notices	65,000	65,000	25,093	-	39,907	38.6%
49	55830 Conf. Registration	4,000	4,000	-	-	4,000	0.0%
50	55920 Other Meeting Expense	19,000	44,000	6,588	-	37,412	15.0%
51	55930 Miscellaneous	190,717	326,761	-	18,766	307,995	0.0%
52	55931 Misc Labor	1,204,452	5,564,885	-	-	5,564,885	0.0%
53	55932 Misc Labor, Future	1,185,044	10,613	-	-	10,613	0.0%
54	56100 Printing	9,000	9,000	-	-	9,000	0.0%
55	58xxx Travel	82,500	88,999	1,675	-	87,324	1.9%
56	59090 Exp - Local Other	40,011,607	33,223,585	4,362,752	-	28,860,833	13.1%
57	<b>Total OWP, FTA Pass Thru &amp; TDA</b>	<b>144,250,025</b>	<b>174,565,522</b>	<b>33,530,250</b>	<b>44,053,746</b>	<b>96,981,526</b>	<b>19.2%</b>
58		-	-	-	-	-	-
59	<b>Comprehensive Budget</b>	<b>148,463,026</b>	<b>178,778,523</b>	<b>35,182,773</b>	<b>44,605,517</b>	<b>98,990,233</b>	<b>19.7%</b>

**Attachment: CFO Charts [Revision 1] (CFO Monthly Report)**



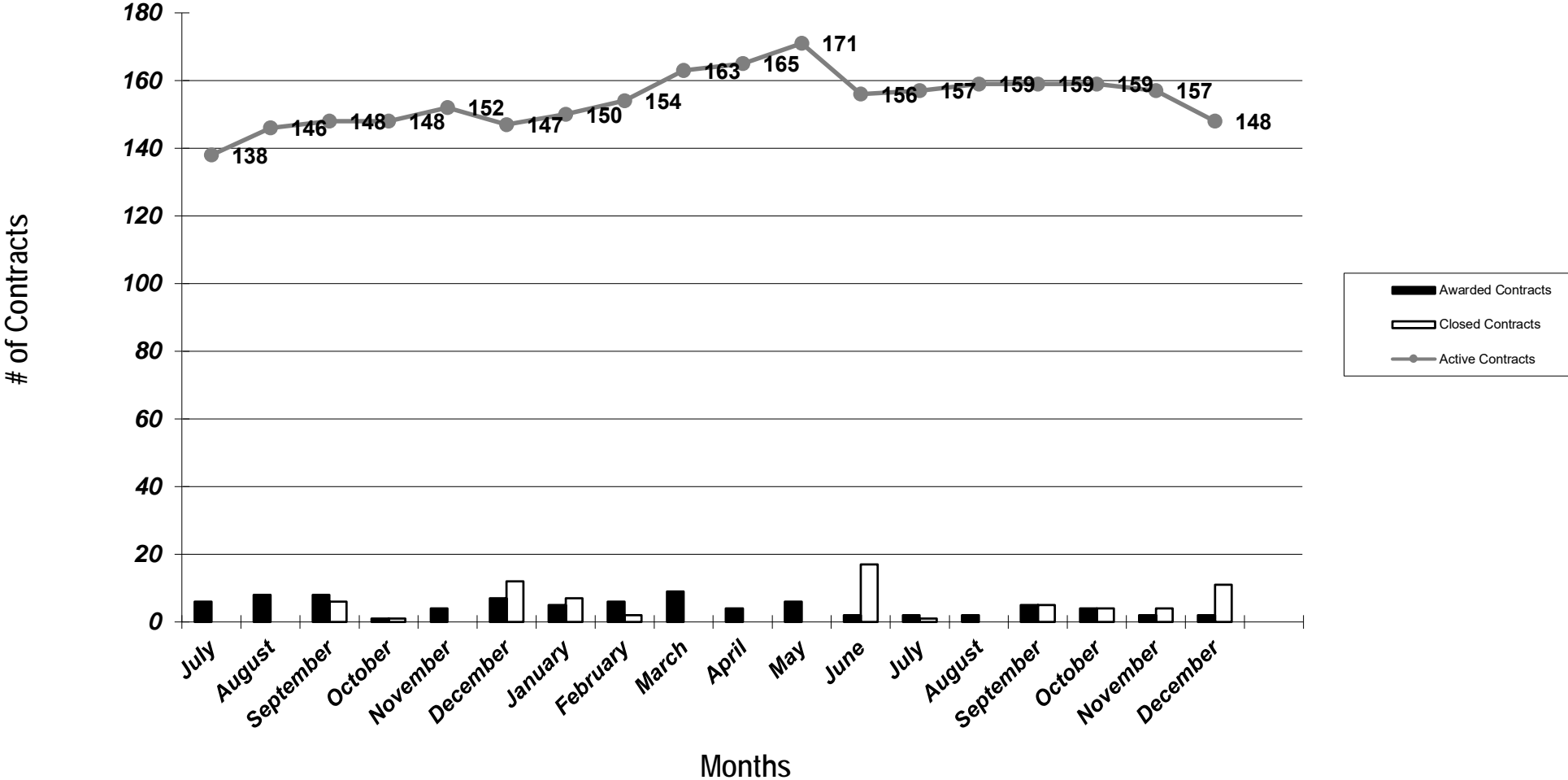


**INDIRECT COST EXPENDITURES**

			<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	50010	Regular Staff	7,746,533	7,998,451	4,009,644		3,988,807	50.1%
2	50013	Regular OT	1,000	3,000	1,922		1,079	64.1%
3	50014	Interns, Temps, Annuit	78,000	78,000	21,650		56,351	27.8%
4	50016	Retired Annuitant		30,000	27,936		2,064	93.1%
5	50030	Severance	80,000	78,000	17,288		60,712	22.2%
6	51xxx	Allocated Fringe Benefits	6,077,056	6,209,354	3,156,596	-	3,052,758	50.8%
7	54300	SCAG Consultants	1,961,819	2,005,919	924,046	1,081,873	0	46.1%
8	54301	Consultants - Other	731,000	821,000	116,225	651,982	52,793	14.2%
9	54340	Legal	40,000	110,000	68,887	41,113	(0)	62.6%
10	55201	Network and Communications	304,000	304,000	112,638	82,182	109,180	37.1%
11	55210	Software Support	548,900	649,400	649,382	0	18	100.0%
12	55220	Hardware Supp	940,817	724,817	37,264	285,753	401,800	5.1%
13	55240	Repair & Maint Non-IT	26,500	26,500	5,499	21,001	0	20.7%
14	55251	Infrastructure Cloud Services	623,465	658,465	140,243	51,462	466,760	21.3%
15	55271	On-Prem Software	247,690	247,690	1,334	135	246,221	0.5%
16	55275	Co-location Services	250,000	250,000	49,658	100,145	100,196	19.9%
17	55315	F&F Interest	4,376	4,376	2,662	1,362	352	60.8%
18	55325	AV Interest	8,162	8,162	4,845	3,317	0	59.4%
19	55400	Office Rent DTLA	2,302,445	2,302,445	1,165,102	941,545	195,798	50.6%
20	55410	Office Rent Satellite	278,200	278,200	64,095	78,410	135,695	23.0%
21	55415	Offsite Storage	5,000	5,000	2,560	926	1,514	51.2%
22	55420	Equip Leases	100,000	100,000	21,268	38,732	40,000	21.3%
23	55430	Equip Repairs & Maint	1,000	1,000		-	1,000	0.0%
24	55435	Security Services	100,000	100,000	27,779	72,221	0	27.8%
25	55440	Insurance	315,000	315,000	182,951	-	132,049	58.1%
26	55441	Payroll / Bank Fees	17,500	17,500	4,171	13,328	0	23.8%
27	55445	Taxes	5,000	5,000	50	1,450	3,500	1.0%
28	55460	Mater & Equip < \$5,000 *	54,000	54,000	2,831	155	51,014	5.2%
29	55510	Office Supplies	73,800	73,800	4,401	67,005	2,394	6.0%
30	55520	Graphic Supplies	4,000	4,000		-	4,000	0.0%
31	55530	Telephone	-	500	259	(0)	241	51.9%
32	55540	Postage	10,000	10,000		10,000	0	0.0%
33	55550	Delivery Svc	5,000	5,000	4,223	777	(0)	84.5%
34	55600	SCAG Memberships	102,200	102,200	830	170	101,200	0.8%
35	55610	Prof Memberships	1,500	1,500	50	-	1,450	3.3%
36	55611	Prof Dues	1,350	1,350		-	1,350	0.0%
37	55620	Res Mats/Subscrip	58,100	57,000	25,202	7,209	24,589	44.2%
38	55630	COVID Facility Expenses		53,740	8,966	7,131	37,644	16.7%
39	55700	Deprec - Furn & Fixt	250,330	250,330		-	250,330	0.0%
40	55720	Amortiz - Leasehold Improvements	75,000	75,000		-	75,000	0.0%
41	55800	Recruitment Notices	25,000	25,000	2,620	22,380	(0)	10.5%
42	55801	Recruitment - other	45,000	45,000	5,724	27,551	11,725	12.7%
43	55810	Public Notices	2,500	-		-	0	
44	55820	In House Training	30,000	30,000		-	30,000	0.0%
45	55830	Networking Meetings/Special Events	20,000	20,000	190	-	19,810	1.0%
46	55840	Training Registration	65,000	65,000	15,625	-	49,375	24.0%
47	55920	Other Mtg Exp	2,500	2,500	50	-	2,450	2.0%
48	55950	Temp Help	108,316	108,316	34,047	46,622	27,647	31.4%
49	55xxx	Miscellaneous - other	11,500	10,500	-	-	10,500	0.0%
50	56100	Printing	23,000	23,000	372	7,628	15,000	1.6%
51	58100	Travel - Outside	83,300	80,800	4,658	-	76,142	0.0%
52	58101	Travel - Local	20,000	19,000	490	-	18,510	2.6%
53	58110	Mileage - Local	23,500	22,500	683	-	21,817	3.0%
54	58120	Travel Agent Fees	3,000	3,000	75	-	2,925	2.5%
55		<b>Total Indirect Cost</b>	<b>23,891,359</b>	<b>24,474,315</b>	<b>10,926,989</b>	<b>3,663,566</b>	<b>9,883,760</b>	<b>44.6%</b>

**Attachment: CFO Charts [Revision 1] (CFO Monthly Report)**

# SCAG Contracts (Year to Date)

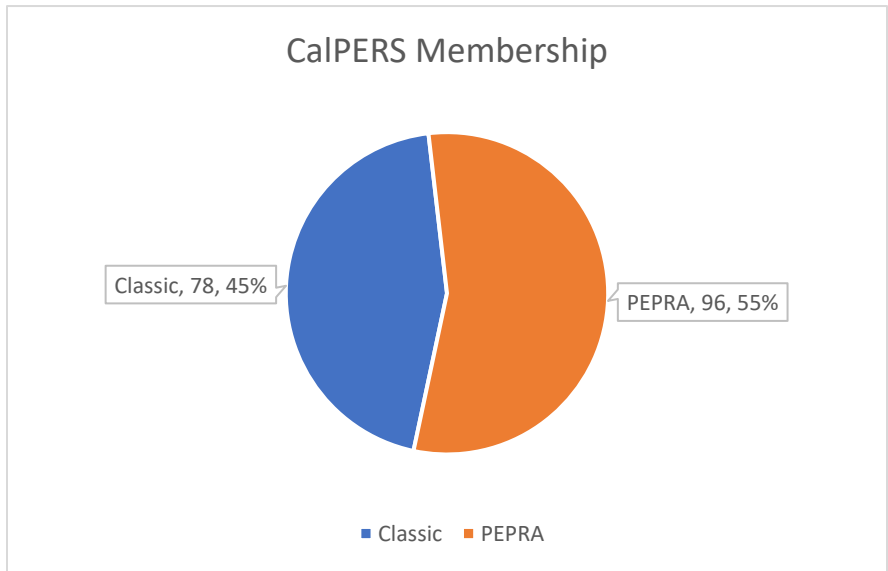


# CFO Report

As of January 1, 2022

## Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	9	8	1	0	0	0	8
Human Resources	8	6	2	1	0	0	7
Legal Services	3	2	1	0	0	0	2
Finance	29	27	2	2	0	0	29
Information Technology	26	24	2	2	0	0	26
Policy & Public Affairs	22	19	2	0	1	0	20
Planning & Programs	102	88	14	8	0	6	102
<b>Total</b>	<b>199</b>	<b>174</b>	<b>24</b>	<b>13</b>	<b>1</b>	<b>6</b>	<b>194</b>



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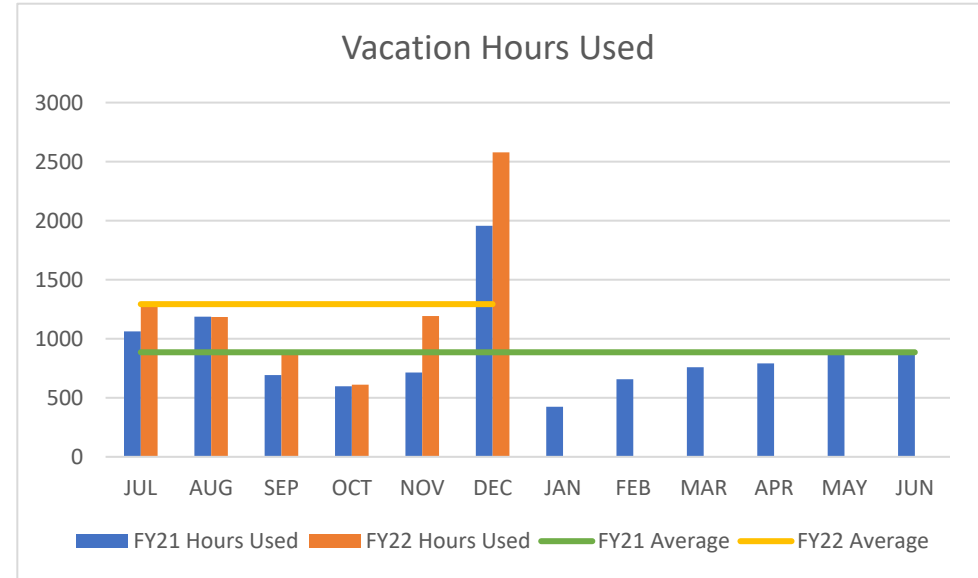
# CFO Report

As of January 1, 2022

## Vacation Update

### Vacation Usage FY22

	Hours Used	Cost
<b>Total</b>	7,758.50	\$ 512,884.43
<b>Average</b>	60.61	\$ 4,006.91
<b># of Staff</b>	128	
<b>% of Staff</b>	73.56%	



### Vacation Cash Out Pilot Program Usage in FY22 and FY21

	FY22 Hours Used	FY22 Cost	FY21 Hours Used	FY21 Cost
<b>Total</b>	600	\$ 38,417.20	1,180	\$ 81,956.80
<b>Average</b>	37.5	\$ 2,401.08	39.33	\$ 2,731.80
<b>Lowest</b>	20	\$ 1,227.00	20	\$ 1,352.40
<b>Highest</b>	40 (max)	\$ 3,721.20	40 (max)	\$ 5,568.40
<b># of Staff</b>	15		30	
<b>% of Staff</b>	8.62%		17.75%	



Southern California Association of Governments  
Remote Participation Only  
February 2, 2022

**To:** Executive/Administration Committee (EAC)  
**From:** Michael Houston, Director of Legal Services/Chief Counsel  
(213) 630-1467, houston@scag.ca.gov  
**Subject:** Update on 2022 RC/EAC/Committee Meeting Options

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Information only – No Action Required. Discussion and input requested on staff’s intended course of action to implement a hybrid format (i.e., remote or in-person participation) for RC, EAC and Policy Committee meetings beginning in March, as further described in the staff report.

**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:**

*In previous discussions with the Executive/Administration Committee (EAC) in November and January, staff presented several options for the eventual return to “in person” meetings of SCAG’s Regional Council (RC), the EAC, and the Policy Committees. At that time, the EAC provided input and identified several additional issues for staff to consider. President Lorimore has also expressed interest in holding RC, EAC and Policy Committee meetings in a hybrid format, rather than just holding the EAC meeting in hybrid format. SCAG staff has been meeting to develop plans to facilitate in-person meeting opportunities for SCAG’s legislative bodies in a hybrid structure (i.e., meetings with both remote and in-person participation components). Consistent with prior input, staff also has explored the possibility of other meeting structures, including holding Policy Committee meetings on different days/weeks from the monthly RC meeting.*

*Upon reviewing public health, operational and agency considerations, and in conjunction with discussing this matter with President Lorimore, staff intends to implement a hybrid format for RC, EAC and Policy Committee meetings beginning in March. Staff also intends to continue holding EAC meetings the afternoon of the day before Policy Committee and RC meetings, as currently is the case. While staff will proceed to implement hybrid meetings for March and beyond, staff and the President nevertheless retain discretion to be flexible in adjusting the manner in which meetings take place based on evolving public health considerations. Staff plans to implement hybrid meetings for EAC, RC and the Policy Committees (and on the days noted above) at least*

*through July (“Phase 1”), with additional meeting structure issues (such as holding Policy Committee meetings on different days or weeks from the RC meeting) to be further analyzed during Phase 1. Following additional review of these options by EAC, staff would then make recommendations to potentially modify meeting structures after July (“Phase 2”).*

*Giving RC, EAC and Policy Committee membership the opportunity to attend meetings in person, if members choose, beginning in March affords members flexibility and options for how they may participate in teleconferenced meetings. As with the current hybrid EAC meetings (and consistent with recent amendments to the Brown Act), SCAG’s offices would remain closed to the public and public participation would occur by remote means only.*

*Staff seeks input from the EAC on staff’s intention to hold hybrid meetings of the EAC, RC and Policy Committees beginning in March, with the meetings days/times remaining as currently is the case. Staff would return during the Phase 1 period to provide further information, recommendation and seek direction from EAC on other meeting structure issues for implementation as part of Phase 2.*

**BACKGROUND:**

SCAG’s legislative bodies continue to meet remotely pursuant to recent amendments to the Brown Act, known as Assembly Bill 361 (AB 361), following gubernatorial declaration establishing the COVID-19 pandemic a public health emergency in the State of California – a declaration that was made in March of 2020 and continues to this day. Generally, the Brown Act permits “remote” or “virtual” meetings if the locations of all teleconferenced meeting sites are identified on the agenda and if the public is able to attend in-person at all teleconference locations (Govt. Code § 54953(b)(3)). AB 361 provides flexibility from these general requirements and permits agencies to forego publishing the teleconference locations and making such locations open to the public if a declared state of emergency exists and other public health factors are met (Govt. Code § 54953(e)). In such cases, public agencies must provide “real time” public comment and meet other requirements. The provisions of AB 361 will eventually come to an end, once a state of emergency is withdrawn or certain findings cannot be made; thereafter, the general provisions of the Brown Act are triggered for telephonic meetings, such as requiring posting of remote location addresses and making such locations publicly accessible.

Since September 2021, the EAC has successfully held meetings in hybrid format, with both in-person and remote participation available. The RC, Policy Committees and other SCAG bodies continue to meet in a fully remote format, in compliance with AB 361. Remote meetings have benefits, such as providing the ability to social distance in light of public health concerns, permitting real-time participation of the public without individuals needing to travel to a physical meeting site during the business day, and reducing vehicle miles to travel to/from meetings. Remote meeting opportunities enhance meaningful participation by both our RC, EAC and Policy Committee

members as well as the public. Remote meetings also permit flexibility as public health requirements are modified.

In previous discussions with the EAC in November and January, staff presented options for the eventual return to “in person” meetings of the RC, the EAC, and the Policy Committees. The EAC during those meetings provided input and identified several issues for staff to consider, such as consideration of holding Policy Committee meetings on different days or weeks from the RC meeting. Likewise, some EAC members have expressed interest in continuing to have Policy Committees meet the same day as RC. President Lorimore has expressed interest in holding RC, EAC and Policy Committee meetings in a hybrid format (rather than just holding the EAC meeting in hybrid format), to give those that desire an in-person meeting experience the ability to attend at SCAG’s offices.

SCAG staff is eager to welcome its members and the public back to SCAG’s offices, when circumstances warrant, and has taken the EAC’s prior input into account to develop plans to facilitate in-person meeting opportunities for SCAG’s legislative bodies in a hybrid structure (i.e., meetings with both remote and in-person participation components). Consistent with prior EAC request, staff continues to explore other meeting structure options, such as holding Policy Committee meetings on different days/weeks from the monthly RC meeting.

SCAG’s executive team and management has been planning for staff to return to their physical office locations; this is presently scheduled for March 14, 2022.

#### **PHASE 1 - IMPLEMENTATION OF HYBRID RC, EAC AND POLICY COMMITTEE MEETINGS STARTING IN MARCH**

Staff believes that it can implement hybrid meetings for the RC and Policy Committees (not just the EAC) and intends to do so starting with the March meetings. In connection with implementation of hybrid meetings, staff intends to retain the current meeting timing, with EAC being held the afternoon of the day before and RC and Policy Committee meetings. Continuing the present timing of meetings recognizes that most members have established their schedules to accommodate SCAG’s current meeting times. Consistent with the way in which EAC hybrid meetings are held (and as permitted by the Brown Act’s recent amendments), public participation would be by remote means only, as SCAG’s offices are not open to the public at this time. During the Phase 1 timeframe (March through July), RC, EAC and Policy Committees would meet in a hybrid manner and staff would continue to assess additional meeting structure issues, such as holding Policy Committee meetings on different days or weeks from the RC meeting. Staff will report back to the EAC on potential modifications to meeting structures during Phase 1. Any additional modifications to meeting structures discussed and recommended by the EAC would be implemented after July as part of “Phase 2.”

Staff recommends that other SCAG legislative bodies (such as the Audit Committee, LCMC and RAMP-ATG) would continue to be held in a remote-only manner during Phase 1.

Although staff intends to proceed in implementing hybrid meetings for March and beyond, it bears noting that staff and the President retain flexibility to adjust the manner in which meetings take place based on evolving public health considerations. Staff continues to monitor evolving public health factors and changing local and state health orders/recommendations. In this regard, it is important to note that Los Angeles presently requires masking (including surgical grade masking) for employees. Similarly, SCAG has recently adopted updates to its COVID Prevention Program that require all employees and visitors to SCAG facilities to either be fully vaccinated for COVID-19 or to have an approved medical or religious exemption from this requirement (along with negative COVID test results).

As part of staff's logistics planning for in-person meetings, it will identify proper social distancing standards to facilitate a safe meeting environment. The capacity of SCAG's public meeting spaces will be dependent on social distancing recommendations staff is reviewing. A chart showing the established capacity limits and capacity with 6-foot and 3-foot distancing has been previously provided to the EAC and is included as [Attachment 1](#). While there are presently no mandated social distancing requirements, LA County's Public Health Department recommends social distancing of at least 6 feet indoors where the vaccination status of all participants is unknown.

Importantly, because planning for in-person attendance at hybrid meetings of the EAC, RC and Policy Committees will require significant advance planning and logistics, the Clerk of the Board will be asking all members whether they intend to attend any of these meetings in person. Staff requests prompt reply to such requests so that it may address any room capacity issues. Depending on the number of members desiring to attend in-person, it may be necessary to limit attendance on a first-come basis.

## **PHASE 2 – CONTINUED CONSIDERATION OF MEETINGS STRUCTURE OPPORTUNITIES**

As part of Phase 1, staff will continue to assess opportunities to increase member and public participation and enrichment at its legislative body meetings. Based on input received at the prior EAC meetings, staff will continue investigating the following potential structures/formats:

- Hold Policy Committee meetings on a different day/week from RC, with Policy Committee meetings being held at same time.
- Hold Policy Committee meetings on a different day/week from RC, but hold the committee meetings at different times.
- Hold Policy Committee meetings in hybrid form, not remote only as currently is the case.



- Hold EAC/RC hybrid meetings on the same day (presently EAC is held the afternoon before RC).
- Hold EAC, RC and the Policy Committee meetings in hybrid form on the same day (historically, all SCAG meetings were held on one day).

Following evaluation and surveying of members, staff will present its findings and recommendations to EAC for implementation as part of Phase 2.

**CONCLUSION**

Staff is prepared to implement hybrid meetings starting in March (subject to flexibility should public health circumstances warrant a different approach) for the EAC, RC and Policy Committees. Meeting timing would remain consistent with current practice, with EAC meeting the afternoon before the day of RC and Policy Committee meetings. Hybrid meetings would continue at least through July; during this time staff would continue to review opportunities to enhance and enrich the meeting experience of SCAG's members, stakeholders and the public. Other meeting modifications would be presented to EAC for consideration and potential implementation following July. In order to adequately plan for in-person attendance at EAC, RC and Policy Committee meetings starting in March, staff requests that members promptly respond to inquiry from the Board Clerk on plans for attendance.

**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

1. Attachment 1 - Room Capacities and Pre-COVID 19 Data Points

**Attachment 1  
(Room Capacities and Pre-COVID 19 Data Points)**

**Room Capacities of SCAG’s Public Meeting Spaces**

	<b>Zero social distancing</b>	<b>6-foot social distancing</b>	<b>3-foot social distancing</b>
<b>Policy A</b>	68 (32RC/36Pub)	34 (16RC/18Pub)	51 (16RC/35Pub)
<b>Policy B</b>	72 (36RC/36Pub)	36 (18RC/18Pub)	54 (18RC/36Pub)
<b>Regional Council Room</b>	136 (71RC/65Pub)	68 (35RC/33Pub)	102 (35RC/67Pub)
<b>Reception</b>	30	10	22
<b>Executive Lounge</b>	20	8	15
<b>RC Lounge</b>	20	8	15

*Note: Parentheticals in the chart above reflect the number of RC (or committee member) seats available at the dais, out of the total room capacity listed. Numbers for RC seating capacity is based on desk seating at room dais not being moveable.*

**Pre-COVID Meeting Data Points**

<b>Committee/Location</b>	<b>Attendee Data</b>	<b>Support Staff Estimate*</b>	<b>Pre-Pandemic Meeting Time</b>
Executive Administration Committee <i>Policy B</i>	18 – All are RC members	17 - 1 clerk, 1 GC, 11 ET, 2 IT, 2 RAO	9:00 – 10:00 AM Thursday (now 3-4 PM Wednesdays)
Community, Economic and Human Development Committee <i>Policy B</i>	55 – 27 are RC members	10 - 1 clerk, 1 GC, 3 ET, 1 Planning, 2 IT, 2 RAO	10:00 – 12:00 AM Thursday
Transportation Committee <i>Regional Council Room</i>	65 – 38 are RC members	10 - 1 clerk, 1 GC, 3 ET, 1 Planning, 2 IT, 2 RAO	10:00 – 12:00 AM Thursday
Energy and Environment Committee <i>Policy A</i>	31 – 7 are RC members	10 - 1 clerk, 1 GC, 3 ET, 1 Planning, 2 IT, 2 RAO	10:00 – 12:00 AM Thursday
Regional Council <i>Regional Council Room</i>	86 members	17 - 2 clerks, 1 GC, 11 ET, 2 IT, 2 RAO	12:15 – 2 PM Thursday