



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

#### REGIONAL COUNCIL OFFICERS

President  
Art Brown, Buena Park

First Vice President  
Curt Hagman, County of  
San Bernardino

Second Vice President  
Cindy Allen, Long Beach

Immediate Past President  
Jan C. Harnik, Riverside County  
Transportation Commission

#### COMMITTEE CHAIRS

Executive/Administration  
Art Brown, Buena Park

Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Tim Sandoval, Pomona

## MEETING NO. 663

# REGIONAL COUNCIL

**Members of the Public are Welcome to Attend  
In-Person & Remotely**

**Thursday, March 7, 2024**

**12:00 p.m. – 2:00 p.m.**

### **To Attend In-Person:**

**SCAG Main Office - Regional Council Room  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017**

### **To Watch or View Only:**

**<https://scag.ca.gov/scag-tv-livestream>**

### **To Attend and Participate on Your Computer:**

**<https://scag.zoom.us/j/87880987264>**

### **To Attend and Participate by Phone:**

**Call-in Number: 1-669-900-6833  
Meeting ID: 878 8098 7264**

#### **PUBLIC ADVISORY**

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

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



## Instructions for Attending the Meeting

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

**To Attend by Computer:** Click the following link: <https://scag.zoom.us/j/87880987264>. 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. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

**To Attend by Phone:** Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 878 8098 7264**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

## Instructions for Participating and Public Comments

***Members of the public can participate in the meeting via written or verbal comments.***

1. **In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, March 6, 2024**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. 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. Written comments received after 5pm on Wednesday, March 6, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).

---

### 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



2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

## General Information for Public Comments

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

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

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

---

### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



## REGIONAL COUNCIL AGENDA

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS\*

<p><b>Ashleigh Aitken</b> City of Anaheim - City Hall 200 S. Anaheim Boulevard, 7<sup>th</sup> Floor Anaheim, CA 92805</p>	<p><b>Valerie Amezcua</b> City of Santa Ana - City Hall 20 Civic Center Plaza, Room 813 Santa Ana, CA 92701</p>	<p><b>Adele Andrade-Stadler</b> 2956 West Shorb Street Alhambra, CA 91803</p>
<p><b>Elizabeth Becerra</b> City of Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p>	<p><b>Drew Boyles</b> City of El Segundo - City Hall 350 Main Street Council Chambers El Segundo, CA 90245</p>	<p><b>Wendy Bucknum</b> City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>
<p><b>Rick Denison</b> Grand Desert Resort 265 E. Harmon Avenue Business Suite, Tower 2 Main Lobby Las Vegas, NV 89119</p>	<p><b>Jonathan Dumitru</b> City of Orange - City Hall 300 E. Chapman Avenue Orange, CA 92866</p>	<p><b>Lucy Dunn</b> City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>
<p><b>Keith Eich</b> 4821 Daleridge Road La Canada Flintridge, CA 91011</p>	<p><b>Margaret E. Finlay</b> 2221 Rim Road Duarte, CA 91008</p>	<p><b>Claudia Frometa</b> City of Downey - City Hall 11111 Brookshire Avenue Council Conference Room Downey, CA 90241</p>
<p><b>James Gazeley</b> City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p><b>Mark E. Henderson</b> SBCCOG, Environmental Services Center 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>	<p><b>Joe Kalmick</b> City of Seal Beach - City Hall 211 8th Street, Council Chambers Seal Beach, CA 90740</p>
<p><b>Trish Kelley</b> City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p><b>Kathleen Kelly</b> 46-100 Burroweed Lane Palm Desert, CA 92260</p>	<p><b>Tammy Kim</b> Irvine Civic Center 1 Civic Center Plaza Irvine, CA 92623</p>
<p><b>Lauren Kleiman</b> City of Newport Beach - City Hall 100 Civic Center Drive Bay 2D Newport Beach CA, 92660</p>	<p><b>Linda Krupa</b> City of Hemet - City Hall 445 E. Florida Avenue Sister City Room Hemet, CA 92543</p>	<p><b>Carlos Leon</b> City of Anaheim - City Hall 200 S. Anaheim Boulevard, 7th Floor Anaheim, CA 92805</p>



## REGIONAL COUNCIL AGENDA

<p><b>Vianey Lopez</b> Ventura County Government Center 800 S. Victoria Avenue, L#1860 Ventura, CA 93009</p>	<p><b>Ken Mann</b> City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p><b>Casey McKeon</b> Heslin Holdings 23421 South Pointe Drive, Ste. 270 Laguna Hills, CA 92653</p>
<p><b>L. Dennis Michael</b> City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730</p>	<p><b>Maria Nava-Froelich</b> Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>	<p><b>Frank J. Navarro</b> City of Colton – City Hall Council Conference Room 650 N. La Cadena Drive Colton, CA 92324</p>
<p><b>Luis Plancarte</b> SCAG Imperial County Regional Office 1503 N. Imperial Avenue Suite 104 El Centro, CA 92243</p>	<p><b>Deborah Robertson</b> City of Rialto - City Hall 150 S. Palm Avenue Rialto, CA 92376</p>	<p><b>Celeste Rodriguez</b> City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>
<p><b>Ali Saleh</b> City of Bell - City Hall 6330 Pine Avenue Bell, CA 90201</p>	<p><b>Zak Schwank</b> City of Temecula - City Hall 41000 Main Street Councilmember Office Temecula CA, 92590</p>	<p><b>Hilda Solis</b> Kenneth Hahn Hall of Administration 500 West Temple Street Room 856 / 8th Floor Los Angeles, CA 90012</p>
<p><b>Donald P. Wagner</b> County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p>	<p><b>Alan D. Wapner</b> City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p>	<p><b>Jeff Wood</b> Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712</p>

\* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



---

### RC - Regional Council *Members – March 2024*

1. **Hon. Art Brown**  
President, Buena Park, RC District 21
2. **Sup. Curt Hagman**  
1st Vice President, San Bernardino County
3. **Hon. Cindy Allen**  
2nd Vice President, Long Beach, RC District 30
4. **Hon. Jan C. Harnik**  
Imm. Past President, RCTC Representative
5. **Hon. Ashleigh Aitken**  
OCTA Representative
6. **Hon. Damon Alexander**  
San Bernardino, RC District 7
7. **Hon. Valerie Amezcua**  
Santa Ana, RC District 16
8. **Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
9. **Hon. Konstantine Anthony**  
Burbank, RC District 42
10. **Hon. Kathryn Barger**  
Los Angeles County
11. **Hon. Karen Bass**  
Member-At-Large
12. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
13. **Hon. Bob Blumenfield**  
Los Angeles, RC District 50
14. **Hon. Gary Boyer**  
Glendora, RC District 33
15. **Hon. Drew Boyles**  
El Segundo, RC District 40

---

#### OUR MISSION

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

#### OUR VISION

*Southern California's Catalyst for a Brighter Future*

#### OUR CORE VALUES

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



- 16. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
- 17. Hon. Margaret Clark**  
Rosemead, RC District 32
- 18. Hon. Jenny Crosswhite**  
Santa Paula, RC District 47
- 19. Hon. Kevin de León**  
Los Angeles, District 61
- 20. Hon. Rick Denison**  
Yucca Valley, RC District 11
- 21. Hon. Jon Dumitru**  
Orange, RC District 17
- 22. Ms. Lucy Dunn**  
Business Representative, Non-Voting Member
- 23. Hon. Keith Eich**  
La Cañada Flintridge, RC District 36
- 24. Hon. Margaret Finlay**  
Duarte, RC District 35
- 25. Hon. Claudia Frometa**  
Downey, RC District 25
- 26. Hon. John Gabbard**  
Dana Point, RC District 12
- 27. Hon. James Gazeley**  
Lomita, RC District 39
- 28. Hon. Marshall Goodman**  
La Palma, RC District 18
- 29. Hon. Marqueece Harris-Dawson**  
Los Angeles, RC District 55
- 30. Hon. Mark Henderson**  
Gardena, RC District 28
- 31. Hon. Eunisses Hernandez**  
Los Angeles, RC District 48

---

### OUR MISSION

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

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

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



- 32. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 33. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 34. Hon. Mike Judge**  
VCTC Representative
- 35. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 36. Hon. Trish Kelley**  
TCA Representative
- 37. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
- 38. Hon. Tammy Kim**  
Irvine, RC District 14
- 39. Hon. Lauren Kleiman**  
Newport Beach, RC District 15
- 40. Hon. Paul Krekorian**  
Los Angeles, RC District 49/Public Transit Rep.
- 41. Hon. Linda Krupa**  
Hemet, RC District 3
- 42. Hon. John Lee**  
Los Angeles, RC District 59
- 43. Hon. Carlos Leon**  
Anaheim, RC District 19
- 44. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 45. Hon. Vianey Lopez**  
Ventura County
- 46. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 47. Hon. Ken Mann**  
Lancaster, RC District 43

---

### OUR MISSION

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

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

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





- 48. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 49. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 50. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 51. Hon. Larry McCallon**  
Air District Representative
- 52. Hon. Casey McKeon**  
Huntington Beach, RC District 64
- 53. Hon. Tim McOsker**  
Los Angeles, RC District 62
- 54. Hon. Lauren Meister**  
West Hollywood, RC District 41
- 55. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 56. Hon. Marisela Nava**  
Perris, RC District 69
- 57. Hon. Maria Nava-Froelich**  
ICTC Representative
- 58. Hon. Frank Navarro**  
Colton, RC District 6
- 59. Hon. Oscar Ortiz**  
Indio, RC District 66
- 60. Hon. Imelda Padilla**  
Los Angeles, RC District 53
- 61. Hon. Traci Park**  
Los Angeles, RC District 58
- 62. Sup. Luis Plancarte**  
Imperial County
- 63. Hon. Curren Price**  
Los Angeles, RC District 56

---

### OUR MISSION

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

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

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



- 64. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 65. Hon. Gil Rebollar**  
Brawley, RC District 1
- 66. Hon. Rocky Rhodes**  
Simi Valley, RC District 46
- 67. Hon. Deborah Robertson**  
Rialto, RC District 8
- 68. Hon. Celeste Rodriguez**  
San Fernando, RC District 67
- 69. Hon. Monica Rodriguez**  
Los Angeles, RC District 54
- 70. Hon. Ali Saleh**  
Bell, RC District 27
- 71. Hon. Tim Sandoval**  
Pomona, RC District 38
- 72. Hon. Andrew Sarega**  
La Mirada, RC District 31
- 73. Hon. Suely Saro**  
Long Beach, RC District 29
- 74. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 75. Hon. Marty Simonoff**  
Brea, RC District 22
- 76. Hon. Zak Schwank**  
Temecula, RC District 5
- 77. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 78. Sup. Hilda Solis**  
Los Angeles County
- 79. Hon. Hugo Soto-Martinez**  
Los Angeles, RC District 60

---

### OUR MISSION

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

### OUR VISION

*Southern California's Catalyst for a Brighter Future*

### OUR CORE VALUES

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



- 80. Sup. Karen Spiegel**  
Riverside County
  
- 81. Hon. Steve Tye**  
Diamond Bar, RC District 37
  
- 82. Sup. Donald Wagner**  
Orange County
  
- 83. Hon. Alan Wapner**  
SBCTA Representative
  
- 84. Hon. Jeff Wood**  
Lakewood, RC District 24
  
- 85. Hon. Katy Yaroslavsky**  
Los Angeles, RC District 52
  
- 86. Hon. Frank A. Yokoyama**  
Cerritos, RC District 23

---

### **OUR MISSION**

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

### **OUR VISION**

*Southern California's Catalyst for a Brighter Future*

### **OUR CORE VALUES**

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



## REGIONAL COUNCIL AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, March 7, 2024**  
**12:00 PM**

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Art Brown, President)*

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

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

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

#### **ACTION ITEMS**

1. Approval of the Fiscal Year 2024-25 (FY25) Draft Comprehensive Budget  
*(Cindy Giraldo, Chief Financial Officer)*

PPG. 10

#### **RECOMMENDED ACTION:**

That the Regional Council: 1) Approve the Fiscal Year 2024-25 Draft Comprehensive Budget in the amount of \$377,421,908; 2) Authorize the release of the FY 2024-25 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2024-25 General Fund Budget and Membership Assessment and transmit to the General Assembly.

#### **CONSENT CALENDAR**

##### Approval Items

2. Minutes of the Meeting – February 1, 2024 PPG. 95
3. Contracts \$500,000 or Greater: Contract No. 24-015-C01, Research and Media Buying PPG. 113
4. 2023 District Evaluation PPG. 121
5. SCAG Memberships and Sponsorships PPG. 149

##### Receive and File

6. March 2024 State and Federal Legislative Update PPG. 152
7. RHNA Reform Legislative Update PPG. 158



8. Status Update on U.S. Environmental Protection Agency Proposed Disapproval of South Coast Air Quality Management District's 2019 Contingency Measure Ozone State Implementation Plan PPG. 169
9. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold PPG. 175
10. CFO Monthly Report PPG. 186

### INFORMATION ITEM

11. Presidential Priorities Panel: Goods Movement PPG. 188  
*(Kome Ajise, Executive Director)*

#### ***Additional Presenters***

- **Lena Kent, General Director Public Affairs for BNSF Railway**, will provide a Class I freight railroad perspective on goods movement, including recent developments on the Barstow International Gateway intermodal master-planned rail facility.
- **Ross Lane, Government Affairs Leader for the Arizona & California Railroad Company**, will provide a short-haul railroad perspective on goods movement, including the role that the Arizona & California Railroad Company plays connecting the SCAG region with the Phoenix Arizona area through its rail and transportation services.
- **Salim Youssefzadeh, CEO for WattEV**, will provide a technology-based perspective on goods movement, including recent developments on numerous locations in the SCAG region developing zero-emission infrastructure stations.
- **Tracey Anderson, Senior Director, Supply Chain Sustainability for Sysco Corporation (Invited)**, will provide a foodservice provider perspective on goods movement, including recent developments on its distribution services to local businesses through zero-emission infrastructure and operational strategies.

### BUSINESS REPORT

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

### PRESIDENT'S REPORT

*(The Honorable Art Brown, President)*

### EXECUTIVE DIRECTOR'S REPORT

*(Kome Ajise, Executive Director)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENTS

### ADJOURNMENT



AGENDA ITEM 1  
REPORT

Southern California Association of Governments  
March 7, 2024

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: Approval of the Fiscal Year 2024-25 (FY25) Draft Comprehensive Budget

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee recommend that the Regional Council: 1) Approve the Fiscal Year 2024-25 Draft Comprehensive Budget in the amount of \$377,421,908; 2) Authorize the release of the FY 2024-25 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2024-25 General Fund Budget and Membership Assessment and transmit to the General Assembly.

**RECOMMENDED ACTION FOR RC:**

That the Regional Council: 1) Approve the Fiscal Year 2024-25 Draft Comprehensive Budget in the amount of \$377,421,908; 2) Authorize the release of the FY 2024-25 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2024-25 General Fund Budget and Membership Assessment and transmit to the General Assembly.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG's Bylaws require the adoption of an annual comprehensive budget. Additionally, SCAG is required by federal and state law to develop the Overall Work Program (OWP) and the Indirect Cost Budget each year. Staff has developed the FY 2024-25 Draft Comprehensive Budget, including the OWP, the General Fund Budget and Membership Assessment, the FTA Grant Budget, the TDA Budget, the Indirect Cost Budget, and the Fringe Benefits Budget. After the 30-day public comment period, the Final OWP will be submitted to the Regional Council for final approval on May 2, 2024. The General Fund Budget and the Membership Assessment will be forwarded to the General Assembly for approval on May 2, 2024. The proposed FY 2024-25 Draft Comprehensive Budget is \$377.42 million, which is \$68.14 million or 15.29% less than the FY 2023-24 Comprehensive Budget Amendment 1 of \$445.56 million. The proposed FY 2024-25 Draft Comprehensive Budget includes an estimated carryover for the full funding award of the Regional Early Action Planning Grants of 2021 (REAP 2.0) totaling over \$203 million. The recently proposed*



***State budget announced by Governor Gavin Newsom would reduce \$300 million from the State's REAP 2.0 program. While SCAG assesses impacts and until there is greater certainty, the REAP 2.0 funding in the proposed FY 2024-25 Draft Comprehensive Budget is kept at the full funding level. Staff will return to the Regional Council with an update on the State budget process in June. Following the resolution of any impacts to the REAP 2.0 program, the currently proposed budget may be adjusted through the FY 2024-25 Budget Amendment process.***

**BACKGROUND:**

Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues. 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.

SCAG's primary responsibilities include the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual OWP; and the transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs conform with applicable state air quality plans. SCAG's additional functions include the intergovernmental review of regionally significant development projects and the periodic preparation of a Regional Housing Needs Assessment (RHNA).

The proposed FY 2024-25 Draft Comprehensive Budget meets SCAG's primary responsibility requirements and furthers the implementation of our long-range RTP/SCS, Connect SoCal. Connect SoCal outlines longer-term goals, guiding principles, and planning strategies for regional transportation planning activities. The FY 2024-25 Draft Comprehensive Budget includes funding in support of the research and development of 2028 Connect SoCal, anticipated Regional Call for Projects for Surface Transportation Block Grant Program (STBG)/Congestion Mitigation and Air Quality (CMAQ) Program/Carbon Reduction Program (CRP) funding, REAP 2.0 implementation, as well as funding to support continued efforts for priority programs such as 2024 Connect SoCal Implementation.

The framework for developing the FY 2024-25 Draft Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2024-25 Draft Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

**DISCUSSION:**

The proposed FY 2024-25 Draft Comprehensive Budget is \$377.42 million. **Table 1** summarizes revenue sources included in the proposed FY 2024-25 Draft Comprehensive Budget in the amount of \$377.42 million. The proposed draft budget is 15.29% less than FY 2023-24 Comprehensive Budget Amendment 1; this decrease is primarily due to lower carryover revenues when compared to the FY 2023-24 budget. The reduction in carryover revenues results from projects funded with various one-time grant funds making progress toward completion.

The FY 2024-25 Funding Sources include \$1.59M and \$1.91M in over-recovered indirect and fringe benefits costs, respectively, from FY 2022-23. Information on funding sources listed in **Table 1** and the activities they support is provided in the Funding Source section of this staff report below.

<b>Table 1. FY 2024-25 Funding Sources</b>		
<b>FUNDING SOURCES</b>	<b>FY24 Amend 1</b>	<b>FY25 Draft</b>
<b>Recurring Funding Sources</b>		
FHWA PL - Metropolitan Planning	30,246,010	25,324,480
FTA 5303 - Metropolitan Planning	19,301,042	14,767,244
SB 1 - Sustainable Communities Formula Grants	8,924,120	8,053,620
TDA	5,725,773	11,245,201
General Fund	3,146,957	3,089,698
Carbon Reduction Program (CRP)	-	8,754,060
<b>One-Time/Special Grants and Third-Party Contribution Funding Sources</b>		
Federal Other	4,365,489	1,251,084
State Other	9,174,511	3,743,986
SHA - Sustainable Communities Grants	299,959	299,959
Regional Early Action Planning (REAP) 2019 Grants	12,221,469	265,859
Regional Early Action Planning (REAP) 2021 Grants	239,697,681	203,004,546
MSRC Last Mile Freight Program (LMFP) Grant	16,697,495	11,801,600
In-Kind Commitments	6,039,118	5,999,607
Cash/Local Other	85,754,160	76,320,636
<b>SUBTOTAL</b>	<b>441,593,784</b>	<b>373,921,580</b>
Fringe Benefits Carryforward	1,130,592	1,912,094
Indirect Cost Carryforward	2,578,112	1,588,234
<b>SUBTOTAL</b>	<b>3,708,704</b>	<b>3,500,328</b>
Indirect Cost Budget Change/Allocated Indirect Cost Change	256,740	-
<b>TOTAL FUNDING SOURCES</b>	<b>445,559,228</b>	<b>377,421,908</b>



**Table 2** summarizes the expenditure categories in the proposed FY 2024-25 Draft Comprehensive Budget, totaling \$377.42 million.

<b>Table 2. FY 2024-25 Expenditures</b>		
<b>EXPENDITURES</b>	<b>FY24 Amend 1</b>	<b>FY25 Draft</b>
Salaries & Benefits	46,191,818	47,424,741
Consultants	78,294,427	55,531,469
Consultants-Technical Assistance/Pass-Through Payments	196,299,959	171,664,739
In-Kind Commitments	6,039,118	5,999,607
Cash/Local Other	84,259,265	75,342,907
Other Costs	34,474,641	21,458,445
<b>TOTAL EXPENDITURES</b>	<b>445,559,228</b>	<b>377,421,908</b>

Additional information on the expenditure categories detailed in **Table 2** follows:

- 1) The 2.7% increase in Salaries and Benefits primarily attributed to the projected performance-based merit increases, an increase to the required CalPERS unfunded liability payment, and increasing healthcare benefits costs, offset by the net elimination of two funded positions from SCAG’s total headcount. Additional information on salaries and fringe benefit costs is provided in the Salaries, Fringe Benefits and Indirect Cost Budget section below.
- 2) The combined reduction of 15% in Consultants, Consultants-Technical Assistance/Pass-Through Payments, In-Kind Commitments, and Cash/Local Other results from various projects funded with one-time grants advancing towards completion, reducing remaining expenditures.

The Consultants-Technical Assistance/Pass-Through Payments line, which was introduced in the FY 2023-24 Comprehensive Budget, includes the carryover expenditures to be provided to partner agencies for the Sustainable Communities Program (SCP) Call #4, a pass-through project for the Soboba Band of Luiseño Indians, as well as various REAP 2.0 programs.

The \$55.53 million of the Consultants line includes approximately \$7.11 million in resources to support Connect SoCal's development, outreach, and implementation and \$6.50 million for the Carbon Reduction Program (CRP) funding to support new programs. In addition, approximately \$38.42 million is for one-time grant-funded activities and resources allocated in prior years to our partner agencies through the Last Mile Freight Program (LMFP) projects, the remaining 2020 SCP Call projects, and other technical assistance resources.

- 3) The 38% reduction in Other Costs is primarily due to the labor budget set aside under the Other Costs category in the FY 2023-24 Budget being shifted from the Other Costs to the Salaries & Benefits category in FY 2024-25. Most one-time grant awards provide funding for multiyear projects; to reserve funding needed to support SCAG grant-related labor costs in the out years, funding is temporarily set aside under the Other Costs category. As the grant enters its out year, the set-aside labor budget is shifted from the Other Costs category to Salaries and Benefits.

#### Draft Overall Work Program (OWP)

As a Metropolitan Planning Organization (MPO), SCAG is required by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans) to develop an annual Overall Work Program (OWP). The OWP identifies the work that will be accomplished during the 2024-25 fiscal year. It discusses the planning priorities, the needs of the region, and the specific programs to meet those needs.

On January 25, 2024, SCAG held its annual OWP development and coordination meeting with Caltrans, FHWA, and FTA representatives. SCAG staff presented the proposed work program for FY 2024-25 and reported accomplishments and progress on major projects in the current fiscal year.

The proposed FY 2024-25 OWP budget is \$369.78 million. The Draft OWP ([https://scag.ca.gov/sites/main/files/file-attachments/1.fy\\_2024-25\\_draft\\_owp.pdf?1707839614](https://scag.ca.gov/sites/main/files/file-attachments/1.fy_2024-25_draft_owp.pdf?1707839614)) will be released for a 30-day public comment period from March 7, following the RC meeting to April 8, 2024 via the link provided in this report (<https://scag.ca.gov/news/draft-fy-2024-25-overall-work-program>). Staff will receive and address comments in the Final OWP before it is submitted to the Regional Council for final approval on May 2, 2024, and to Caltrans by May 10, 2024. The proposed FY 2024-25 OWP budget is \$369.78 million and includes various federal and state funding sources. The following table shows the FY 2024-25 OWP budget by program area:

Program		Total
267	Clean Cities Program	106,190
280	Future Communities Initiative	253,319
300	Regional Early Action Planning (REAP) Grants Program - AB 101	265,859
303	Economic Empowerment	291,038
156	Climate Adaptation Planning	306,058
060	Corridor Planning	428,332
115	Clean Technology Program	439,885
230	Regional Aviation and Airport Ground Access Planning	588,353
080	Performance Assessment, Monitoring & Strategy	611,233
235	Local Information Services Program	695,726
015	Transportation Finance	747,741
225	Special Grant Projects	787,965
050	Active Transportation Planning	827,341
025	Air Quality and Conformity	833,752
140	Transit and Rail Planning	1,247,391
120	OWP Development and Administration	1,310,059
020	Environmental Planning	1,415,578
065	Sustainability Program	1,609,398
320	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	1,679,455
010	System Planning	1,738,043
055	Regional Forecasting, Socioeconomic Technical & Policy Analysis	2,036,306
325	Regional Pilot Initiatives Phase 2	2,953,434
030	Federal Transportation Improvement Program (FTIP)	3,951,763
100	Intelligent Transportation Systems (ITS) and Smart Cities	4,371,715
275	Sustainable Communities Program	5,255,625
090	Public Information and Communications	5,266,472
095	Regional Outreach and Public Participation	5,443,522
045	Geographic Information Systems (GIS)	5,651,262
310	Planning Strategy Development and Implementation	5,679,809
130	Goods Movement	5,765,346
290	Research, Planning and Engagement for Sustainable Communities	7,718,220
070	Modeling	8,968,465
315	Last Mile Freight Program - MSRC	87,530,687
305	Regional Early Action Planning (REAP) Grants Program – REAP 2.0	203,004,546
<b>Total Costs</b>		<b>369,779,888</b>

**FUNDING SOURCES**

The funding sources for all budget programs, including the OWP, FTA Grant, TDA, and General Fund, and the supported activities are highlighted as follows.

**A. Recurring Funding Sources:**

Recurring funding sources include the federal and state transportation planning funding sources that are allocated by Caltrans to SCAG annually on a formula basis. Also included in the recurring funding sources are Transportation Development Act (TDA) funding, which is allocated by the County Transportation Commissions (CTCs) in accordance with the State of California Public Utilities Code Section 99233.2, as well as the General Fund that is funded primarily by the membership dues collected from SCAG members agencies in accordance with the By-Laws. Detailed descriptions for each of the funding sources are as follows.



FHWA PL and FTA 5303 Metropolitan Planning Formula Funds (\$40.09 million)

The proposed FY 2024-25 OWP budget includes \$40.09 million of FHWA PL and FTA 5303 metropolitan planning formula funds. Both funding sources are allocated to MPOs on an annual basis, and SCAG uses the funding to support the development of various transportation plans and transportation improvement programs.

Sustainable Communities SB 1 Formula Grants (\$8.05 million)

Sustainable Communities SB 1 Formula Grants are allocated via formula (consistent with the FHWA PL formula) to the MPOs. The SB 1 Grants support local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals.

TDA Funds (\$ 11.25 million)

Approximately \$10.47 million of TDA funds is included in the FY 2024-25 OWP budget and the funding supports consultant and staff-related costs for transportation planning activities. It is primarily used to fund consultant activities. The remaining \$0.77 million is included outside of the FY 2024-25 OWP budget and primarily supports SCAG's special events, such as the General Assembly and the Economic Summit.

General Fund Budget and Membership Assessment Schedule (\$3.09 million)

The proposed General Fund budget is \$3.09 million. The General Fund budget provides funding for the Regional Council and its Subcommittees for stipends and travel, General Assembly, and other expenditures that may not be eligible for grant reimbursement. The General Fund budget and Membership Assessment will be submitted to the General Assembly for approval on May 2, 2024. The Membership Assessment is calculated in accordance with the SCAG's bylaws, and the membership dues are adjusted by the recent year-over-year change in the Consumer Price Index, which is 3.4725%, as well as additional budget needs, including anticipated stipend expense increase and potential payroll and benefit costs increases should board members transition to agency employees. The Membership Assessment also includes tribal governments; these dues were calculated following the process prescribed in the SCAG bylaws using population data from the U.S. Decennial Census and American Community Surveys when available. For the tribal governments of which population data was not readily available, staff recommends assessing a flat rate dues amount of \$150. Should the population data become available, the dues assessment may be recalculated. Additional details on General Fund expenditures and the Membership Assessment Schedule can be found in the FY 2024-25 Draft Comprehensive Budget beginning on pages 55 and 64, respectively.

Carbon Reduction Program (CRP) (\$8.75 million)

The Carbon Reduction Program (CRP) is a new program established by the Infrastructure Investment and Jobs Act (IIJA). It funds transportation projects that reduce carbon dioxide emissions from on-road transportation sources. For each fiscal year, 65 percent of CRP funding to the State is apportioned annually by population to MPOs and RTPAs (Local CRP funds). SCAG, as the MPO, is responsible for the selection of Local CRP-funded projects in the SCAG region. Following discussion with key stakeholders and consistent with the Regional Council approval, 65 percent of the Local CRP funds is currently available through a Call-for-Projects process and SCAG will retain 35 percent of the Local CRP funds to support various projects that achieve regional transportation goals and objectives. A list of the CRP activities funded with the 35 percent share are detailed below in **Table 3** and included in the FY 2024-25 OWP.

<b>Table 3. CRP Funded Activities in the FY25 OWP*</b>	
<b>Project Name</b>	<b>Total</b>
Smart Cities Strategic Plan	537,021
Transportation User Fee - Planning Groundwork Project Phase II	291,362
SB743 Mitigation Support	225,476
Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study	279,567
Express Travel Choices Phase III	134,291
Innovative Clean Transit Regional Assessment	88,530
Comprehensive Sustainable Freight Plan	2,361,998
Last Mile Freight Program Phase 2	1,100,099
Alternative Technology Assessment for Freight	500,000
Mobility Innovations & Incentives Study	621,041
Regional Pilot Initiative (RPI)	2,614,675
<b>Total CRP Funded Activities</b>	<b>8,754,060</b>

\*The total project budget may include additional expenditures funded by different funding sources, including the match

**B. One-Time/Special Grants and Third-Party Contribution Funding Sources:**

One-Time/Special Grants include federal and state financial assistance awarded to SCAG through a formula or competitive grants process. These are one-time resources provided to SCAG for specific activities identified in the grant proposals and agreements. The One-Time/Special Grants funding sources support activities that augment existing projects or fund new innovative initiatives. Third-party contributions include in-kind commitments and cash received from SCAG’s partner agencies as a match for recurring and grant fund sources for various transportation planning-related projects.

Federal Other (\$1.25 Million) and State Other (\$3.74 million)

The federal and state other sources include various federal and state funds that SCAG has secured through competitive or sub-allocation processes. For the Federal Other, the proposed budget

includes \$10.01 million in the FY 2024-25 OWP budget. This includes grant funding from the Office of Traffic Safety (OTS), the Department of Energy (DOE), the Community Project Funding/Congressionally Directed Spending (CPFCDs), and the Federal Communications Commission (FCC). Due to a lack of additional funding from Congress, the FCC announced that the program funding is projected to run out in April 2024. Should Congress not appropriate additional funding, the FCC will end the grant program. Once the FCC communicates the final decision, staff will make necessary adjustments to the project budget through a budget amendment to the FY 2024-25 OWP.

For the State Other, the proposed budget includes \$3.74 million in the FY 2024-25 OWP budget. The State Other funding sources include the grant funding from the California Public Utilities Commission (CPUC), the Active Transportation Program (ATP), the California Energy Commission (CEC), and the California Workforce Development Board (CWDB).

#### State Highway Account (\$0.30 million)

State Highway Account funds local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals. It also funds local and regional identification of transportation-related climate vulnerability through the development of climate adaptation plans. In FY 2023-24, Caltrans awarded \$0.30 million through its annual, competitive selection process to SCAG and the Soboba Band of Luiseño Indians for the Soboba Tribal Climate Change Adaptation Plan project.

#### REAP 2019 Grant Program (\$0.27 million)

The proposed budget includes \$0.27 million for the REAP 2019 Grant Program eligible activities that support housing planning activities that accelerate housing production and meet the region's goals as determined by the sixth cycle Regional Housing Needs Assessment. SCAG programmed the early application grant amount of \$11.87 million in the FY 2020-21 OWP, and subsequently executed the grant agreement with the California Housing & Community Development Department (HCD) and programmed the full grant funds of \$47.47 million in the FY 2021-22 OWP and \$27.87 million carryover was programmed in the FY 2022-23 OWP, followed by \$12.22 million carryover in the FY 2023-24 OWP Budget Amendment 1. The proposed FY 2024-25 OWP includes \$0.27 million in REAP 2019 carryover funds for the close-out activities for this grant.

#### REAP 2.0 Grant Program (\$203.00 million)

HCD administers the REAP 2.0 program and provides funding to support transformative and innovative projects that implement the region's Sustainable Communities Strategy and help accelerate infill housing and the reduction in per capita Vehicle Miles Traveled (VMT). In February 2022, the Regional Council approved and authorized SCAG to apply for the advance funding, and SCAG received an award notice for the advance funding of \$8.61 million in December 2022. In November 2022, the Executive/Administration Committee, acting on behalf of the Regional Council,

approved and authorized SCAG to apply for the REAP 2.0 full funding, and SCAG submitted the full funding application to HCD in December 2022. SCAG programmed \$239.70 million in REAP 2.0 carryover funding in the FY 2023-24 OWP Budget Amendment 1. The REAP 2.0 funds of \$203.00 million included in the proposed FY 2024-25 OWP reflect the anticipated carryover amount based on the full funding grant amount. The recently proposed State budget announced by Governor Gavin Newsom would reduce \$300 million from the State's REAP 2.0 program. While SCAG assesses potential impacts and until there is greater clarity on what, if any, reduction will be imposed, the REAP 2.0 funding in the proposed FY 2024-25 OWP budget is held at the full funding level. Staff will return to the Regional Council with an update on the state budget process in June. Following the update, the REAP 2.0 program and its carryover amount may be adjusted through the FY 2024-25 Budget Amendment process. In the interim, SCAG has committed to advocacy for the full funding of REAP 2.0. Additionally, we are moving forward with specific measures to reduce REAP 2.0 expenditures to preserve as much funding as possible. Specifically, and after careful consideration, the following actions are being implemented:

- Agencies that have received executed MOUs and those that may have been approved to proceed with planning activities under the County Transportation Committee (CTC) Partnership Program, projects under Programs to Accelerate Transformative Housing (PATH), Sustainable Communities Program Call for Projects (SCP Call 4), and Subregional Partnership Program (SRP) were given notice to cease expenditures.
- A hold is being placed on executing REAP 2.0 funded MOUs and contracts.
- Vacant positions, including those currently in the recruitment process, are undergoing extensive Executive Office review and will not be immediately filled unless authorized by the Chief Operating Officer.
- Utilizing the vacancy savings generated, existing REAP 2.0 staff may be temporarily reassigned to work on other projects/programs.

If the proposed REAP 2.0 funding reduction is imposed, SCAG's program will need to be reevaluated in its entirety to adjust for the reduced funding while keeping the goals established by REAP 2.0 at the forefront. Staff will return to the EAC and RC for review and approval of any recommended program changes.

#### Last Mile Freight Program Grant (\$11.80 million)

State Health & Safety Code Section 44225 (AB2766) established the Mobile Source Air Pollution Reduction Review Committee (MSRC) to develop a work program to fund projects that help reduce air pollution from motor vehicles within the South Coast Air District. MSRC provides SCAG the financial assistance which supports the Last Mile Freight Program. The proposed budget includes the estimated carryover of the Last Mile Freight Program Grant funds for \$11.80 million.

In-kind commitments (\$6.00 million) and Cash/Local Other (\$76.32 million)

The proposed FY 2024-25 OWP budget includes \$6.00 million for third-party contributions for transportation planning projects, primarily to match the federal and state transportation planning funds. The Cash/Local Other of \$76.32 million is included in the FY 2024-25 OWP budget as well as the FTA Grant Budget and represents local cash contributions from partner agencies on joint-effort projects, as well as third-party contributions from SCAG's sub-recipients as the match contributions for the sub-allocated grant opportunities.

**SALARIES, FRINGE BENEFITS AND INDIRECT COST**

Salaries Budget

The proposed budget includes salaries and benefits for 235 positions in the amount of \$47.42 million, representing an increase of \$1.23 million compared to FY 2023-24 Budget Amendment 1. The salary and benefits budget increase can be primarily attributed to the projected performance-based merit increases, the required CalPERS unfunded liability payment, and the increasing healthcare benefits costs.

The proposed FY 2024-25 budget includes one new limited-term position, one position status conversion from limited-term to permanent, one position upgrade, and the elimination of one limited-term and two permanent positions for a net reduction of \$558,764 in salary and fringe benefit costs and two positions. The total position count included in the FY 2024-25 budget is 235, which decreased from 237 as of the FY 2023-24 Budget Amendment 1. The one new limited-term position will provide operational support for the audiovisual services team as they take on one-time projects in FY 2024-25. A detailed list of personnel changes is provided in Attachment 2.

Salary Schedule: Position Classification Changes

Included in the FY 2024-25 Draft Comprehensive Budget is an updated salary schedule (pages 71-72), reflecting two new classifications for the Information Technology (IT) division. The new IT classifications, Applications Analyst Supervisor and Senior Applications Administrator, are being added after identifying gaps in the division's structure for positions that would provide leadership and specialized support over different IT systems and applications. The Applications Analyst Supervisor will supervise a team and provide oversight for systems analysis including capturing technical capabilities and documenting requirements. The Senior Applications Administrator will provide technical oversight and expertise for SharePoint and workflow management. These classifications will be available for future staffing needs and funding for these classifications is not included in the proposed FY 2024-25 Comprehensive Budget.

Benefits Budget

The FY 2024-25 Draft Comprehensive Budget also includes a recommended benefit change to the leave benefits program. Staff recommends adding one holiday, Veterans Day, to recognize and support the contributions made by those who have served our country. The addition of Veterans



Day to the leave benefits program will ensure SCAG is in alignment with other similar agencies in recognizing major Federal Holidays. SCAG's leave benefits currently include the following holidays: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Day after Thanksgiving, and Christmas Day. In addition, staff receives up to 44 Personal Floating Holiday hours per fiscal year. The value of one workday is approximately \$137K, however, the proposed additional holiday does not increase the total salaries and fringe benefits budget amount.

The proposed fringe benefits rate for FY 2024-25 is 65.0352%, which is applied to all salaries in the OWP, FTA Grant, TDA, General Fund, and Indirect Cost budgets. Additional details on employee-associated costs can be found beginning on page 59 of the FY 2024-25 Draft Comprehensive Budget.

#### Indirect Cost Budget (\$36.12 million)

The Indirect Cost budget provides funding for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program. The proposed Indirect Cost budget is \$36.12 million, which is \$0.76 million more than FY 2023-24 Budget Amendment 1 due to increases in staff costs, subscriptions/infrastructure cloud services as well as facilities expenditures to support the agency operational activities. The detailed line item budget for the Indirect Cost Budget is included on page 62 of the FY 2024-25 Draft Comprehensive Budget.

Staff developed the FY 2024-25 Indirect Cost Rate Proposal (ICRP) based on Federal Transit Administration (FTA) guidelines. The proposed indirect cost rate is 148.5690%. The final ICRP will be submitted to FTA for approval in May after the Regional Council approves the budget. The indirect costs allocated to the salaries in the OWP, FTA Grant, TDA, and General Fund budgets are \$34.53 million. The difference between the indirect cost budget and the allocated indirect costs is approximately \$1.59 million, which represents an over-recovery of costs from FY 2022-23. The over-recovery is carried forward as an adjustment to the indirect cost rate calculation in the FY 2024-25 ICRP.

#### **FISCAL IMPACT:**

There is no immediate fiscal impact as a result of the recommended actions. Staff will return to the Regional Council on May 2, 2024, to recommend the adoption of the FY 2024-25 Final Comprehensive Budget.

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

1. FY25 DRAFT COMPREHENSIVE BUDGET\_March 7, 2024 RC Mtg
2. List of Personnel Changes - FY25 Draft Comprehensive Budget

# SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

## COMPREHENSIVE BUDGET

**Fiscal Year 2024-25**

# TABLE OF CONTENTS

<b>Section I – Overview</b>	<b>Page</b>
Introduction.....	3
SCAG Organization.....	4
Organizational Chart.....	5
SCAG Strategic Plan.....	6
Comprehensive Budget Overview.....	10
Comprehensive Line Item Budget.....	12
Description of Budget Line Items.....	14
<b>Section II – Budget Components</b>	
Overall Work Program (OWP).....	20
• OWP Funding Sources.....	20
• OWP Line Item Budget.....	26
• OWP Programs.....	28
FTA Discretionary and Formula Grant Budget.....	52
TDA Budget.....	53
General Fund Budget (GF).....	55
• Program Overview.....	55
• Membership Dues Assessments.....	55
• GF Line Item Budget.....	56
Fringe Benefits Budget (FB).....	59
• Program Overview.....	59
• FB Line Item Budget.....	60
Indirect Cost Budget (IC).....	61
• Program Overview.....	61
• IC Line Item Budget.....	62
• IC Work Areas.....	63
<b>Section III – Appendices</b>	
Membership Assessment.....	64
SCAG Salary Schedule.....	71

# ORGANIZATION

## INTRODUCTION

This document contains the Southern California Association of Governments (SCAG) Comprehensive Budget for Fiscal Year (FY) 2024-25.

The annual budget consists of the following:

- Overall Work Program (OWP)  
A federal, state, and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing, and the environment.
- Federal Transit Administration (FTA) Discretionary & Formula Grant Budget  
A budget for federal grant funds of which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects.
- TDA Budget  
A locally funded budget consisting of direct projects that are both inside and outside of the OWP and FTA Discretionary & Formula Grant budget programs.
- General Fund Budget (GF)  
A budget that utilizes SCAG members' dues for activities not eligible for federal and state funding.
- Indirect Cost Budget (IC)  
The budget for the administrative and operations support of SCAG.
- Fringe Benefits Budget (FB)  
The budget for the fringe benefits and leave time of SCAG employees.

# ORGANIZATION

## SCAG ORGANIZATION

SCAG, founded in 1965, 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 the Multicounty Designated Transportation Planning Agency for the six (6) county Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues. 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.

SCAG's primary responsibilities include the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual OWP; and the transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs conform with applicable state air quality plans. SCAG's additional functions include the intergovernmental review of regionally significant development projects and the periodic preparation of a Regional Housing Needs Assessment (RHNA)

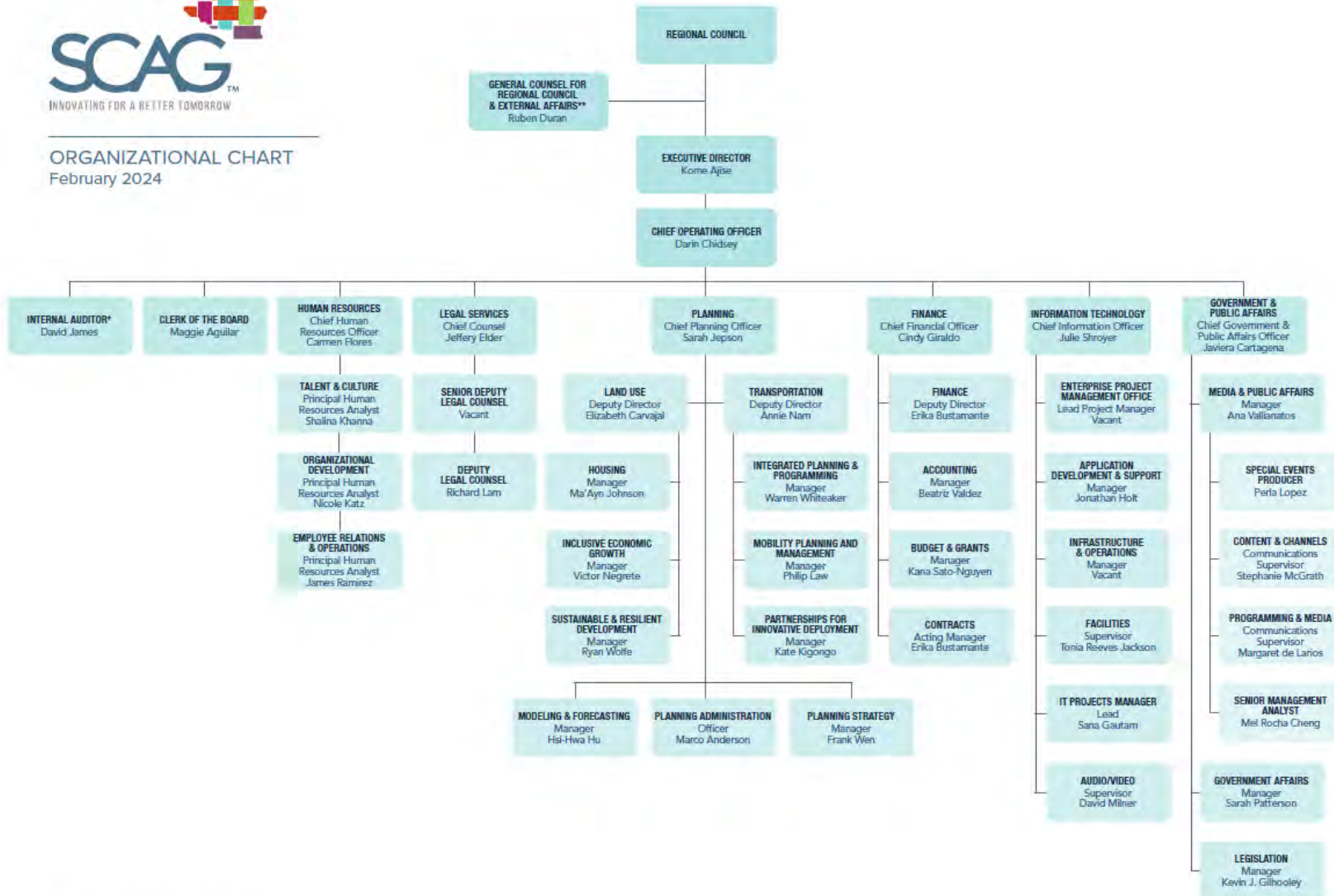
In addition to the six (6) counties and 191 cities that make up SCAG's region, there are six (6) County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs, and services in their respective counties. The agency also operates via a number of critical partnerships at the local, state, and federal levels. In addition to its federal and state funding partners, including but not limited to, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration, California Transportation Commission, California Department of Transportation (Caltrans), etc., SCAG's planning efforts are closely coordinated with regional transit operators, Tribal Governments and fifteen sub-regional Councils of Governments (COGs) or joint power agencies that represent SCAG's cities and counties.

The framework for developing the FY 2024-25 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2024-25 Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

# ORGANIZATION



ORGANIZATIONAL CHART  
February 2024



\* Takes direction from the Audit Committee  
\*\* Takes direction from the Regional Council

AJ2/SCAG Org Chart 2024.02.06

# STRATEGIC PLAN

## STRATEGIC PLAN COMPONENTS

### Vision Statement

Southern California's Catalyst for a Brighter Future.

### Mission Statement

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.

### Core Values

Be Open

Be accessible, candid, collaborative, and transparent in the work we do.

Lead by Example

Commit to integrity and equity in working to meet the diverse needs of all people and communities in our region.

Make an Impact

In all endeavors, effect positive and sustained outcomes that make our region thrive.

Be Courageous

Have confidence that taking deliberate, bold, and purposeful risks can yield new and valuable benefits.

# STRATEGIC PLAN

## STRATEGIC PLAN GOALS

### GOAL #1

Produce innovative solutions that improve the quality of life for Southern Californians.

#### Objectives

- A. Create plans that enhance the region’s strength, economy, resilience, and adaptability by reducing greenhouse gas (GHG) emissions and air pollution.
- B. Be the leading resource for best practices that lead to local implementation of sustainable and innovative projects.
- C. Ensure quality, effectiveness, and implementation of plans through collaboration, pilot testing, and objective, data-driven analysis.
- D. Identify partnership opportunities with the private sector to yield public benefits.
- E. Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.
- F. Partner with the broader research community to ensure plans are informed by the most recent research and technology.

### GOAL #2

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

#### Objectives

- A. Cultivate dynamic knowledge of the major challenges and opportunities relevant to sustainability and quality of life in the region.
- B. Develop and implement effective legislative strategies at both the state and federal levels.
- C. Advocate for the allocation, distribution, and expenditure of resources to meet the region’s needs.
- D. Promote and engage partners in a cooperative regional approach to problem-solving.
- E. Act as the preeminent regional convener to shape regional, state, and national policies.

### GOAL #3

Be the foremost data information hub for the region.

#### Objectives

- A. Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis, and project implementation.
- B. Become the information hub of Southern California by improving access to current, historical, local, and regional data sets that reduce the costs of planning and increase the efficiency of public services.
- C. Allocate resources to accelerate public sector innovation related to big data, open data



# STRATEGIC PLAN

and smart communities with a focus on social equity in the deployment of new technologies across the region.

- D. Develop partnerships and provide guidance by sharing best practices and promoting collaborative research opportunities with universities, local communities and the private sector regionally, nationally, and internationally.
- E. Facilitate regional conversations to ensure data governance structures are in place at the local and regional level to standardize data sets, ensure timely updates of data, and protect the region's data systems and people.
- F. Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.

## GOAL #4

Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

### Objectives

- A. Promote information-sharing and local cost savings with enhanced services to member agencies through networking events, educational and training opportunities, technical assistance, and funding opportunities.
- B. Provide resources and expertise to support local leaders and agencies in implementing regional plans.
- C. Expand SCAG's ability to address local and regional planning and information needs by prioritizing regular engagement with members to develop innovative, insight-driven, and interactive tools.
- D. Promote data-driven decision making, government transparency, and information as public engagement tools to increase opportunities for the public to inform local and regional policy.
- E. Identify, support, and partner with local champions to foster regional collaboration.

## GOAL #5

Recruit, support, and develop a world-class workforce and be the workplace of choice.

### Objectives

- A. Integrate the Strategic Plan into SCAG's day-to-day operations by defining roles and responsibilities across the agency.
- B. Prioritize a diverse and cooperative environment that supports innovation, allows for risk-taking, and provides opportunities for employees to succeed.
- C. Encourage interdepartmental collaboration through the use of formal and informal communication methods.
- D. Adopt and support enterprise-wide data tools to promote information sharing across

# STRATEGIC PLAN

the agency.

- E. Anticipate future organizational needs of the agency by developing a systematic approach to succession planning that ensures leadership continuity and cultivates talent.
- F. Invest in employee development by providing resources for training programs, internal mentorship opportunities, and partnerships with universities.
- G. Foster a culture of inclusion, trust, and respect that inspires relationship-building and employee engagement.

## GOAL #6

Deploy strategic communications to further agency priorities and foster public understanding of long- range regional planning.

### Objectives

- A. Leverage cutting-edge communication tools and strategies to maximize connectivity and sustain regional partnerships.
- B. Produce clear and consistent communications, media, and promotional campaigns that exemplify agency values and standards.
- C. Enhance the SCAG brand as a respected and influential voice for the region increasing awareness of agency's work and purpose.
- D. Practice robust public engagement, conducting proactive outreach to traditionally underrepresented communities as well as long-term stakeholders.

## GOAL #7

Secure funding to support agency priorities to effectively and efficiently deliver work products.

### Objectives

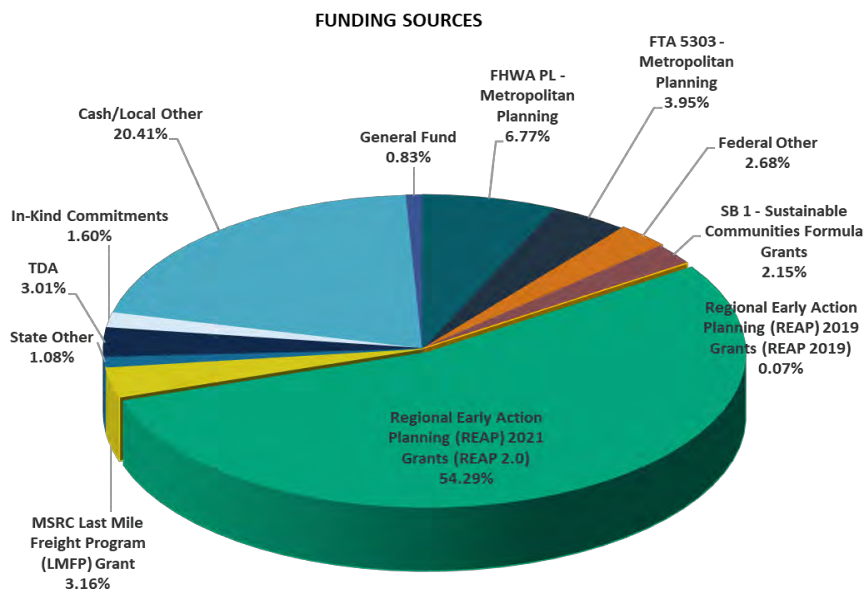
- A. Pursue innovative funding opportunities for planning and infrastructure investments.
- B. Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.
- C. Pioneer best practices and streamline administrative processes to better support agency activities.
- D. Focus resources to maintain and expand programs that are aligned with agency values.

# COMPREHENSIVE BUDGET

## FY 2024-25 COMPREHENSIVE BUDGET

### Budget Funding Sources

SCAG receives most of its recurring funding from the Federal Consolidated Planning Grant (CPG), which consists of Metropolitan Planning Funds from FHWA (FHWA PL) and FTA (FTA Section 5303) as well as Sustainable Communities Formula funds. In recent years, SCAG received the Regional Early Action Planning Grants of 2019 (REAP 2019) and 2021 (REAP 2.0) from the Department of Housing and Community Development (HCD), which represents more than 54% of the total funding sources for the FY 2024-25 Comprehensive Budget. More information on funding sources is detailed on pages 20-24. The following chart illustrates the source and relative value of SCAG's funding sources.



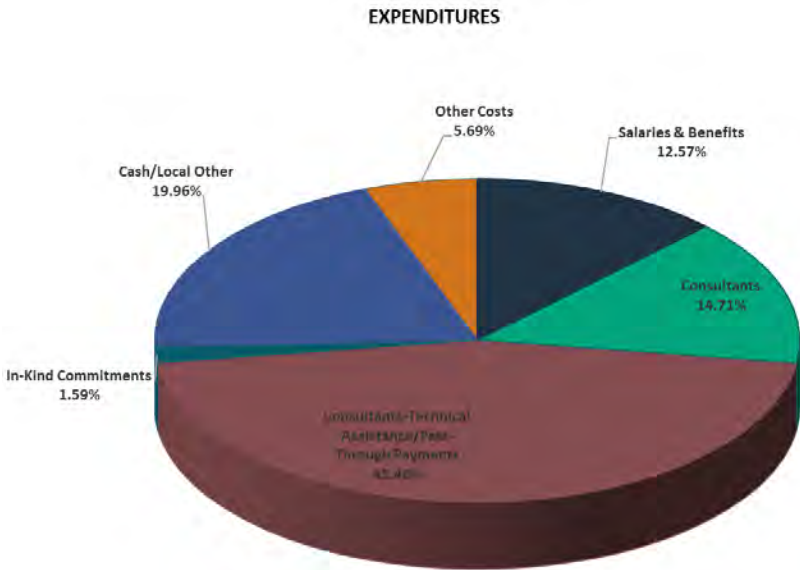
\*May not total 100.00% due to rounding

FUNDING SOURCES	AMOUNT
FHWA PL - Metropolitan Planning	25,324,480
FTA 5303 - Metropolitan Planning	14,767,244
Federal Other	10,005,144
SB 1 - Sustainable Communities Formula Grants	8,053,620
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	265,859
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	203,004,546
MSRC Last Mile Freight Program (LMFP) Grant	11,801,600
State Other	4,043,945
TDA	11,245,201
In-Kind Commitments	5,999,607
Cash/Local Other	76,320,636
General Fund	3,089,698
<b>SUBTOTAL</b>	<b>373,921,580</b>
Fringe Benefits Carryforward	1,912,094
Indirect Cost Carryforward	1,588,234
<b>TOTAL FUNDING SOURCES</b>	<b>377,421,908</b>

# COMPREHENSIVE BUDGET

## Budget Expenditures

SCAG allocates its budget into seven major expenditure categories. The following chart illustrates the relative values of each category. Consultants-Technical Assistance/Pass-Through Payments include the resources being allocated to the regional partners through Sustainable Communities Program Call 4 and REAP 2.0 programs. Lastly, Other includes direct and indirect non-labor costs (see pages 12-13). The Consultants category in the chart and table below consists of the following cost categories: Consultant, Consultant Toll Credit, and Consultant IC REAP Admin (see page 12).



\*May not total 100.00% due to rounding

EXPENDITURES	AMOUNT
Salaries & Benefits	47,424,741
Consultants	55,531,469
Consultants-Technical Assistance/Pass-Through Payments	171,664,739
In-Kind Commitments	5,999,607
Cash/Local Other	75,342,907
Other Costs	21,458,445
<b>TOTAL EXPENDITURES</b>	<b>377,421,908</b>

# LINE ITEM BUDGET

## Comprehensive Line Item Budget: FY22 through FY25

GL Account	Line Item	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Proposed	% Incr. (Decr)
500XX	Staff	\$ 21,547,217	\$ 25,657,565	\$ 30,793,976	\$ 32,166,544	4%
543XX	Consultant	21,050,899	23,281,839	68,161,127	53,668,169	-21%
54302	Non-Profits/IHL	411,147	32,760	-	-	#DIV/0!
54303	Consultant TC	2,414,792	3,462,669	6,452,570	1,863,300	-71%
54304	Consultant - Technical Assistance/Pass-Through Payments	-	-	196,000,000	171,664,739	-12%
54340	Legal	371,814	456,833	986,339	1,234,169	25%
54360	FTA Pass-Through Payments	3,529,241	1,218,653	200,000	-	-100%
55201	Network and Communications	200,437	140,957	179,548	213,950	19%
55210	Software Support	955,508	1,158,528	1,892,709	629,337	-67%
55220	Hardware Support	405,200	76,210	693,826	283,826	-59%
55240	Repair-Maintenance	24,216	37,788	55,000	55,000	0%
55250	Cloud Services	521,103	-	-	1,395,040	#DIV/0!
55251	Cloud Support	276,956	1,371,857	2,754,062	338,998	-88%
55270	Software Purchases	2,399	-	-	-	
55271	Owned Software	9,613	661,683	579,348	606,493	5%
55275	Co-location Services	148,884	167,948	171,997	171,997	0%
5528X	3rd Party Contributions	4,443,110	5,310,141	5,753,843	81,342,514	1314%
55310	Furniture & Fixture Principal	264,368	160,241	-	-	#DIV/0!
55315	Furniture & Fixture Interest	14,799	2,606	-	-	#DIV/0!
55320	Audio-Visual Equipment Principal	149,033	117,205	-	-	#DIV/0!
55325	Audio-Visual Equipment Interest	10,804	2,673	-	-	#DIV/0!
55400	Office Rent / Operating Expense	2,378,341	2,462,907	2,442,665	2,589,665	6%
55410	Office Rent Satellite	130,937	133,825	295,142	304,142	3%
55415	Off-Site Storage	14,601	19,828	14,124	5,600	-60%
55420	Equipment Leases	60,851	53,265	100,000	100,000	0%
55430	Equipment Repair-Maintenance	845	-	2,000	2,000	0%
55435	Security Services	72,459	86,138	100,000	100,000	0%
55440	Insurance	356,854	386,453	370,000	390,000	5%
55441	Payroll / Bank Fees	27,685	45,336	32,500	51,000	57%
55445	Taxes	829	1,195	1,000	1,000	0%
55460	AV, IT or Facilities Materials & Equipment <\$5,000	9,020	1,234	205,000	154,000	-25%
55510	Office Supplies	35,159	25,781	73,800	76,300	3%
55520	Graphic Supplies	4,802	1,485	8,000	4,000	-50%
55530	Telephone	1,226	636	-	-	#DIV/0!
55540	Postage	-	10,000	10,000	10,000	0%
55550	Delivery Services	9,833	11,722	15,000	20,000	33%
55580	Outreach/Advertisement	45,169	23,546	56,000	108,000	93%
55600	SCAG Memberships	183,394	238,139	231,600	260,700	13%
55610	Professional Memberships	7,409	8,000	13,000	19,500	50%
55611	Professional Dues	1,384	3,656	8,750	4,750	-46%
5562X	Resource and Materials, GASB96 & non-GASB96 Subscriptions	278,614	456,914	521,000	2,902,520	457%
55630	COVID Facility Expense	9,760	6,898	53,740	-	-100%
55631	ADA & Safety Compliance	-	-	15,000	15,000	0%
55700	Depreciation - Furniture & Fixture	63,775	31,887	250,000	300,000	20%
55710	Depreciation - Computer	240,427	391,196	-	-	#DIV/0!
557XX	Amortization - Software & Lease	108,382	161,713	75,000	75,000	0%
55730	Capital Outlay	1,026,796	9,887	-	-	#DIV/0!
55800	Recruitment - Advertising	20,661	37,534	65,000	65,000	0%
55801	Recruitment - Other	24,628	19,026	45,000	45,000	0%

Attachment: FY25 DRAFT COMPREHENSIVE BUDGET\_March 7, 2024 RC Mtg (Approval of the Fiscal Year 2024-25 Draft Comprehensive

# LINE ITEM BUDGET

## Comprehensive Line Item Budget: FY22 thru FY25 (continued)

GL Account	Line Item	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Proposed	% Incr. (Decr)
55810	Public Notices	25,093	82,541	58,000	-	-100%
55820	In-House Training	995	23,951	70,000	70,000	0%
55830	Networking Meetings/Special Events	6,725	13,698	24,500	28,500	16%
55840	Training Registration	53,434	73,176	99,000	98,000	-1%
55860	Scholarships	-	88,000	44,000	44,000	0%
55910	RC/Committee Meetings	-	-	15,000	5,000	-67%
55912	EAC Retreat	19,248	33,936	40,000	20,000	-50%
55914	RC General Assembly	651,713	842,215	661,500	850,900	29%
55915	Demographic Workshop	-	-	28,000	28,000	0%
55916	Economic Summit	25,000	150,317	158,000	188,000	19%
55920	Other Meeting Expense	43,187	110,458	121,750	219,250	80%
55930	Miscellaneous Other	14,679	32,322	60,500	60,700	0%
55931	Miscellaneous Labor	-	-	529,675	1,444,498	173%
55932	Miscellaneous Labor Future	-	-	13,065,549	4,617,549	-65%
55936	Engagement Committee	8,633	19,986	20,000	20,000	0%
55937	Employee Recognition	3,935	4,583	15,000	15,000	0%
55938	Department Allowances	13,149	8,548	15,000	15,000	0%
55940	Stipend-RC Meetings	234,230	227,690	245,000	301,683	23%
55950	Temporary Help	87,552	90,763	186,000	160,000	-14%
56100	Printing	3,368	2,313	51,500	26,300	-49%
5810X	Travel - Outside & International	39,765	138,950	351,000	389,100	11%
58101	Travel - Local	12,998	36,659	76,878	83,578	9%
58110	Mileage - Local	11,928	32,588	61,700	60,900	-1%
581XX	Staff Lodging Expense & Fees	3,378	14,813	13,000	15,500	19%
58800	RC Sponsorships	99,540	125,228	165,000	165,000	0%
59090	Expense - Local Other	32,389,195	284,227	49,942	-	-100%
60041	Vacation Cash Out	66,896	85,119	75,000	86,000	15%
6011X	PERS	6,463,636	7,048,671	8,385,649	8,904,791	6%
60120	Retirement-PARS	79,956	81,555	80,752	82,367	2%
60200	Health Insurance - Active Employees	1,670,985	1,877,241	2,904,612	3,147,400	8%
60201	Health Insurance - Retirees PAYGO	560,166	565,996	703,491	767,068	9%
60202	Health Insurance - Retirees GASB 45	138,981	134,696	-	-	#DIV/0!
60210	Dental Insurance	205,163	243,614	327,592	292,842	-11%
60220	Vision Insurance	61,891	67,563	91,550	82,796	-10%
60225	Life Insurance	114,835	134,418	123,106	143,383	16%
60240	Medicare Tax Employers Share	316,450	373,931	439,451	460,587	5%
60250	Medicare Tax ER - Interns	3,666	4,315	4,495	4,495	0%
60255	Social Security ER - Interns	7,565	16,916	23,715	19,220	-19%
60300	Tuition Reimbursement	25,956	24,298	43,776	33,776	-23%
60310	Transit Passes	8,927	25,584	50,000	35,000	-30%
60315	Bus Passes NT - Interns	125	777	8,073	1,000	-88%
60360	De Minimis Employee Exp	67,355	-	15,000	15,000	0%
60365	De Minimis Employee Exp Interns	5,500	-	5,167	5,172	0%
60366	Technology Allowance	51,655	271,694	388,080	390,600	1%
60367	Technology Allowance Intern	2,985	20,994	28,933	28,962	0%
60400	Workers Compensation Insurance	146,286	158,739	146,286	158,739	9%
60405	Unemployment Compensation Insurance	3,869	744	35,000	35,000	0%
60410	Miscellaneous Employee Benefits	68,746	13,812	16,836	12,636	-25%
60415	SCAG 457 Match	107,693	111,197	434,750	439,750	1%
60450	Benefits Administrative Fees	69,975	73,835	85,605	90,913	6%
60500	Automobile Allowance	20,700	20,700	20,700	20,700	0%
	<b>Total</b>	<b>105,883,088</b>	<b>81,739,729</b>	<b>350,340,780</b>	<b>377,421,908</b>	<b>8%</b>

\*Totals may not add due to rounding

# LINE ITEM BUDGET

## DESCRIPTION OF BUDGET LINE ITEM

The following chart provides a description of each budget account/line item.

Account/Line Item	Description
500XX Staff	Staff wages including non-worktime.
54300 Consultant	Outside experts retained to provide special expertise.
54301 Consultant – Other	Same as 54300 above. Outside experts retained to provide special expertise, specifically for IT services.
54302 Non-Profits/IHL	Partnerships with non-profit organizations and institutes of higher learning (IHL).
54303 Consultant TC	Same as 54300 above. Toll credits are used in lieu of local matching funds, which allows for work to be 100% funded with federal funds.
54304 Consultant - Technical Assistance/Pass-Through Payments	Outside experts retained to provide special expertise as well as pass-through funding to partner agencies.
54315 Consultant IC – REAP Admin	Same as 54300 above. 5% administration costs that are incurred by outside experts.
54340 Legal	Outside legal experts retained to provide special expertise.
54360 FTA Pass-Through Payments	FTA Payments received by SCAG but passed through to other agencies.
55201 Network and Communications	Fees paid for any network infrastructure including network circuits, internet, and VoIP systems and calling plans.
55210 Software Support	Fees paid for telephone support and updates of SCAG’s high-end desktop and network software.
55220 Hardware Support	Fees paid for maintenance and repair contracts on SCAG’s computer servers.
55240 Repair - Maintenance	Processes that do not enhance function or extend the useful life of an asset are expensed as repairs.
55250 Cloud Services	Monthly recurring costs for cloud compute and storage capacity.
55251 Cloud Support	Fees paid for any software, licenses, or software support that is managed in the cloud by a 3rd party provider or is related to cloud provided software or services.
55270 Software Purchases	Fees paid for initial software purchase.
55271 Owned Software	Fee paid for any software, licenses, or software support that is installed to or used for SCAG owned servers in our datacenters or private cloud infrastructure.
55275 Co-location Services	Fee paid for any services, products, features, or support that are provided by an IT co-location or data center provider.

# LINE ITEM BUDGET

Account/Line Item	Description
5528X 3rd Party Contribution	Like-kind contributions from other agencies that are match for SCAG's grants.
55310 Furniture & Fixtures Principal	Principal portion of furniture and fixtures debt service payments.
55315 Furniture & Fixtures Interest	Interest portion of furniture and fixtures debt service payments.
55320 Audio-visual Equipment Principal	Principal portion of audio-visual equipment debt service payments.
55325 Audio-visual Equipment Interest	Interest portion of audio-visual equipment debt service payments.
55400 Office Rent / Operating Expense	Rent and operating expenses paid for SCAG's main office.
55410 Office Rent Satellite	Rent paid for SCAG's satellite offices.
55415 Off-site Storage	Fees paid for off-site storage.
55420 Equipment Leases	Fees paid for copier, telephone, postage, equipment, etc.
55430 Equipment Repairs - Maintenance	Fees paid to outside vendors to repair SCAG owned equipment.
55435 Security Services	The cost of physical security services at SCAG's locations.
55440 Insurance	SCAG's liability insurance premiums.
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services.
55445 Taxes	Personal property taxes levied on SCAG's assets.
55460 AV, IT or Facilities materials & equipment <\$5,000	Used to buy capital equipment with unit costs under \$5,000 (it's not necessary to capitalize and depreciate).
55510 Office Supplies	Routine office supplies and paper for copy machines.
55520 Graphic Supplies	Materials used in the production of documents for agency communications, presentations, etc.
55540 Postage	Postage and delivery fees.
55550 Delivery Services	Cost of outside courier delivery and other non-USPS services.
55580 Outreach/Advertisement	Cost of advertising and public outreach for SCAG programs and services.
55600 SCAG Memberships	Pays for SCAG to belong to various organizations.



# LINE ITEM BUDGET

Account/Line Item	Description
55610 Professional Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations.
55611 Professional Dues	Dues paid on behalf of SCAG employees for professional licenses (Certified Public Accountant, Certified Internal Auditor or State Bar).
5562X Resources and Materials, Non-GASB96 & GASB96 Subscriptions	Fees for book purchases, subscriptions and data acquisition.
55630 COVID Facility Expense	Pays for facility expenses related to COVID 19.
55631 ADA & Safety Compliance	Pays for ADA and safety compliance expenses.
55700 Depreciation - Furniture & Fixtures	The general fund buys assets that have a cost greater than \$5,000 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to a grant using this account.
55720 Amortization – Lease	To account for amortization of leasehold improvements.
55730 Capital Outlay	Fixed asset purchases greater than \$5,000. The cost is recovered when depreciation is charged to a grant.
55800 Recruitment - Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG.
55801 Recruitment – Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants.
55820 In House Training	Used to provide access to outside training opportunities or to bring experts for in-house training.
55830 Networking Meetings / Special Events	Cost of informational events attended by SCAG staff and elected officials.
55840 Training Registration	Training registration cost for staff.
55860 Scholarships	Contributions by SCAG to offset the educational expense of selected students.
55910 RC/Committee Meetings	Pays for the food and other expenses associated with hosting RC and committee meetings.
55912 EAC Retreat	The EAC holds an annual off-site retreat. This budget pays for the actual meeting expenses such as meals and conference facilities.
55914 RC General Assembly	Pays for General Assembly expenses such as meals and conference facilities, as required the by the SCAG Bylaws.

# LINE ITEM BUDGET

Account/Line Item	Description
55915 Demographic Workshop	Pays for the meeting expenses of the annual workshop that addresses demographic issues.
55916 Economic Summit	Pays for the meeting expenses of the annual summit that addresses economic issues.
55920 Other Meeting Expense	Pays for other expenses related to meeting support.
55930 Miscellaneous Other	Pays for other, minor expenses not categorized elsewhere.
55931 Miscellaneous Labor	Pays for other labor expenses not categorized elsewhere.
55932 Miscellaneous Labor, Future	Pays for other labor expenses not categorized elsewhere for the future budget.
55936 Engagement Committee	Pays for employee engagement committee activities and projects.
55937 Employee Recognition	Pays for employee recognition activities.
55938 Department Allowances	Pays for employee recognition activities by department managers.
55940 Stipend-RC Meeting	Stipends paid to RC Members for attending meetings.
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing.
56100 Printing	Pays for outside printing costs of SCAG publications and brochures.
58100 Travel	Pays for staff and RC travel on behalf of SCAG projects.
58101 Travel – Local	Travel inside the SCAG region.
58102 Travel – International	Travel outside of the United States.
58110 Mileage	Cost of automobile travel at the IRS rate per mile.
58120 Travel Agent Fees	Travel agent fees billed by Concur for online or phone reservation.
58150 Staff Lodging Expense	General funds used to pay for staff lodging expenses, under certain conditions, greater than state or federal guidelines.
58800 RC Sponsorships	General funds allocated to events supported by RC actions.
59090 Expense-Local Other	Cash contributions from local agencies for projects funded with federal pass-through funds from SCAG.

# LINE ITEM BUDGET

Account/Line Item	Description
60041 Vacation Cash Out	Vacation cash-out program for staff and management.
6011X Retirement-PERS	Pays for employee share of contributions to PERS.
60120 Retirement-PARS	SCAG contribution to the supplemental defined benefit retirement plan.
60200 Health Insurance – Active Employees	SCAG contribution for employee health insurance
60201 Health Insurance – Retirees PAYGO	Retiree health insurance premiums paid to CalPERS.
60202 Health Insurance – Retirees GASB 45	Retiree health insurance premiums paid to the California Employers’ Retiree Benefit Trust, as computed by an actuary.
60210 Dental Insurance	SCAG contribution for employee dental insurance
60220 Vision Insurance	SCAG contribution for employee vision insurance
60225 Life Insurance	SCAG cost of life insurance for each benefit-eligible employee.
60240 Medicare Tax Employer Share	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60250 Medicare Tax ER – Interns	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60255 Social Security ER – Interns	Employer’s share of social security on wages paid.
60300 Tuition Reimbursement	All employees can participate in a tuition reimbursement program for work related classes.
60310 Transit Passes	All employees who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60315 Bus Passes NT – Interns	Interns who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60360 De Minimis Employee Exp	Stipends paid to employees related to COVID-19
60365 De Minimis Employee Exp Interns	Stipends paid to interns related to COVID-19
60366 Technology Allowance	The allowance covers phone usage, offset employees’ cost of burden utilizing internet and electricity/water while working remotely.
60367 Technology Allowance Intern	Same as 60366 above but for intern staff.
60400 Workers Compensation Insurance	This is mandated insurance for employees that provides a benefit for work-related injuries.

# LINE ITEM BUDGET

Account/Line Item	Description
60405 Unemployment Comp Insurance	Payments for unemployment insurance claims filed by former employees.
60410 Miscellaneous Employee Benefits	Pays for SCAG’s Employee Assistance Program.
60415 SCAG 457 Match	SCAG staff, managers and directors receive matching funds for 457 Plan deferred compensation contributions.
60450 Benefits Administrative Fees	Pays for third parties who administer SCAG’s cafeteria plan.
60500 Automobile Allowance	Allowances payable to executives in accordance with employment contracts.

Attachment: FY25 DRAFT COMPREHENSIVE BUDGET\_March 7, 2024 RC Mtg (Approval of the Fiscal Year 2024-25 Draft Comprehensive

# OVERALL WORK PROGRAM

## OVERALL WORK PROGRAM (OWP)

### THE FLOW OF FUNDS

Traditionally, the majority of OWP recurring funding has come to SCAG via the Federal appropriations process. Some funding has been directly allocated to SCAG, and some has “passed through” via Caltrans. In recent years, SCAG’s non-recurring funding flow has expanded due to the direct allocation from the California Department of Housing & Community Development (HCD) for the Regional Early Action Planning Grants of 2019 and 2021. In addition, SCAG has secured various discretionary competitive grants to support its work plan and activities.

### SUMMARY OF FUNDING SOURCES

#### Consolidated Planning Grant (CPG)

In 1997, FHWA/FTA instituted a transportation planning funds process called CPG. In California, the four CPG fund sources are described below.

#### 1. FHWA Metropolitan Planning (FHWA PL)

Metropolitan Planning funds, otherwise known as PL funds, are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including the development of metropolitan area transportation plans and transportation improvement programs.

The state must make all federally authorized PL funds available to the MPOs in accordance with a formula developed by the state, in consultation with the MPOs and approved by the FHWA.

#### 2. FTA Metropolitan Planning, Section 5303 (FTA §5303)

All MPOs with an urbanized area receive FTA §5303 funds each year to develop transportation plans and programs. The percentage of the California apportionment of FTA §5303 each MPO receives is determined by a formula agreed to by the MPOs, Caltrans and FTA.

The FTA §5303 formula has two components, a base allocation and a population component, which distributes funds according to the MPO's percentage of statewide urbanized area population as of the most recent decennial census.

#### 3. FHWA State Planning and Research Part I – Strategic Partnership Grants (SP&R)

Funds transportation planning studies in partnership with Caltrans that address the regional, interregional and statewide need of the State highway system, and assist in achieving other State goals. Caltrans awards these grants through an annual, competitive

# OVERALL WORK PROGRAM

selection process.

## 4. FTA State Planning and Research, Section 5304 Strategic Partnerships – Transit (FTA §5304)

Funds local and regional multimodal transportation planning projects, with a focus on transit, in partnership with Caltrans of regional, interregional and statewide significance, that support achieving the Caltrans Mission and other State Goals. Caltrans awards these grants through an annual, competitive selection process.

## Sustainable Transportation Planning Grants

The Sustainable Transportation Planning Grants include the State Highway Account (SHA) funds as well as Senate Bill (SB) 1 funds that are deposited into the Road Maintenance and Rehabilitation Account (RMRA). Caltrans awards these grants through an annual, competitive selection as well as a formula-allocation process.

### 1. State Highway Account

Funds local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals; funds local and regional identification of transportation-related climate vulnerability through the development of climate adaptation plans. Caltrans awards these grants through an annual, competitive selection process.

### 2. Sustainable Communities SB 1 Formula Grants

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, is a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multimodal transportation system. Beginning in FY 2017-18, approximately \$12.5 million in Sustainable Communities Formula Grants from SB 1 reside under the Sustainable Transportation Planning Grant Program and are allocated via formula (consistent with the FHWA PL formula) to the 18 MPOs. These funds are for local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals.

## Local Funds

Each funding source described above requires that local cash or in-kind services be provided as a match. SCAG uses a combination of the following sources to meet the match requirements:

### Transportation Development Act (TDA)

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside, and San Bernardino counties to allocate

# OVERALL WORK PROGRAM

up to  $\frac{3}{4}$  of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. As the largest source of recurring non-federal funding received by SCAG, TDA is used to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

## Cash Match/Local Funds

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match for consultant expenditures as a condition of receiving grant funds. For example, the CPG requires a match of 11.47%. Cash/local contributions are also used to augment various projects.

## In-Kind Match

The CPG and other grants accept in-kind match, as well as cash match, to fulfill the local match requirement for staff costs that is a condition of receiving grant funds. In-kind match includes services, such as staff time, provided by a local agency to support the work funded by a grant.

## Special Grant Funds

SCAG receives various discretionary grant funds to carry out a wide array of planning programs such as the Regional Early Action Planning Grants Program, Pedestrian and Bicycle Safety Program, Clean Cities Coalition, Last Mile Freight Program, and Caltrans Local Assistance Active Transportation Program.

## AB2766/Mobile Source Air Pollution Reduction Review Committee (MSRC) Funds

State Health & Safety Code Section 44225 (AB2766) established MSRC to develop a work program to fund projects that help reduce air pollution from motor vehicles within the South Coast Air District. MSRC provides to SCAG the financial assistance which supports Last Mile Freight Program.

## Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Funds

California OTS competitively awards to various agencies for projects that increase awareness of traffic rules, rights, and responsibilities among different age groups.

## Department of Energy (DOE) Funds

The Department of Energy provides financial assistance to fund projects that provide technical aid and targeted outreach, within the coalition's territory, to raise awareness and foster a greater understanding of alternative fuels and advanced vehicle technologies to increase the market and decrease petroleum dependence.

# OVERALL WORK PROGRAM

## Active Transportation Program (ATP) Funds

ATP was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP program is funded from various federal and state funds appropriated in the annual Budget Act. Caltrans provides administrative oversight for the Programs and ensures that the terms and conditions of the California Transportation Commission’s guidelines.

## Congressionally Directed Project

The Consolidated Appropriations Act, 2022 (Public Law 117-103) appropriated funding for Highway Infrastructure Programs (HIP), which included a set-aside for Community Project Funding/Congressionally Directed Spending. Caltrans provides administrative oversight for this program. SCAG received an award in the amount of \$480,000 under this program to support Highways to Boulevards Regional Study.

## Regional Early Action Planning (REAP) Grants Program

The California 2019-20 Budget Act, also known as Assembly Bill (AB) 101, appropriated two new one-time programs to provide regions and jurisdictions with grants for planning activities to enable jurisdictions to increase housing planning and accelerate housing production to meet housing needs as determined by the sixth Regional Housing Needs Assessment (RHNA). Up to \$47.5 million is available for SCAG under the REAP 2019 for eligible activities.

As part of the 2021 California Comeback Plan under AB 140, the Regional Early Action Planning Grant of 2021 (REAP 2.0) was established to build on the success of the REAP 2019, but to expand the program focus by integrating housing and climate goals and allowing for broader planning and implementation investments. Up to approximately \$246 million is available for SCAG under the REAP 2.0 for eligible activities.

## California Workforce Development Board Grant Funds

Through the State of California mid-year budget revise process, AB129 allocated one-time funding of \$3.5 million to SCAG, to be administered through the California Workforce Development Board, to implement several core recommendations of the Inclusive Economic Recovery Strategy (IERS).

## California Energy Commission Grant Funds

The California Energy Commission (CEC) released a solicitation to fund applied research and development (AR&D) and technology demonstration and deployment (TD&D) activities through the creation of a Research Hub for Electric Technologies in Truck Applications (RHETTA). Electric Power Research Institute (EPRI) led the application effort



# OVERALL WORK PROGRAM

and subsequently secured \$13 million in grant funds. Of this, \$0.6 million is being sub-awarded from EPRI to SCAG. The larger study led by EPRI will demonstrate and evaluate corridor-based charging strategies for zero-emission truck solutions, and SCAG’s work will focus on the study of supporting infrastructure for medium and heavy duty zero-emission trucks.

## Federal Communications Commission Affordable Connectivity Program Funds

The Affordable Connectivity Program (ACP) is administered by the Federal Communications Commission (FCC), and the program is designed to play an integral role in helping to bridge the broadband affordability gap. SCAG received \$0.5 million in grant funds to advance the ACP on a regional scale through collaboration with local jurisdictions, community-based organizations, local businesses, community leaders and other stakeholders.

## Local Agency Technical Assistance Grant Funds

The Public Utilities Commission of the State of California (CPUC) awarded SCAG \$996,058 in grant funds under the Local Agency Technical Assistance (LATA) Program which supports tribes and local agencies in California to expand broadband services to unserved and underserved communities. The funding will be used to conduct Last Mile Project Assessment for the SCAG region where the assessment would determine and provide high-level design for a maximum of three shovel-ready projects located within underserved communities.

## Carbon Reduction Program Funds

The Carbon Reduction Program (CRP) is a new program established by the Infrastructure Investment and Jobs Act (IIJA). It funds transportation projects that reduce carbon dioxide emissions from on-road transportation sources. For each fiscal year, 65 percent of CRP funding to the State is apportioned annually by population to MPOs and RTPAs (Local CRP funds). SCAG, as the MPO, is responsible for the selection of Local CRP-funded projects in the SCAG region. While a portion of the Local CRP funds will be made available through a Call-for-Projects process, SCAG will also retain and use 35 percent of the Local CRP funds (approximately \$49 million for FY2023 through FY2026) to support various projects that achieve regional transportation goals and objectives.

# OVERALL WORK PROGRAM

## OWP BUDGET DOCUMENT

The core regional transportation planning document is the OWP, and its core product is the completion of the Regional Transportation Plan (RTP). The OWP is developed by SCAG on an annual basis and serves as the planning structure that SCAG must adhere to for the state fiscal year, which is July 1 through June 30 of the following calendar year. The OWP includes three component pieces:

1. Regional Prospectus

The prospectus section provides the context for understanding the work activities proposed and gives information about the region. It includes, but is not limited to:

- The region’s regional planning approach
- The agency’s organizational structure and interagency arrangements
- An overview of governmental and public involvement
- The progress made towards implementing the RTP/SCS

2. Program/Work Elements

The Program/Work Element identifies specific planning work to be completed during the term of the OWP, as well as a narrative of previous, ongoing, and future year’s work to be completed. It also includes the sources and uses of funds.

3. Budget Revenue & Expenditure Reports

These summary reports list all the work elements in the OWP by funding sources and expenditure category.

The OWP, in conjunction with the Overall Work Program Agreement (OWPA) and the regional planning Master Fund Transfer Agreement (MFTA), constitutes the annual funding agreement between the State and SCAG. Although the OWP includes all planning projects to be undertaken by SCAG during the fiscal year, the OWPA and MFTA only include the CPG and Sustainable Transportation Planning Grants, including SB1 grants, described above.

# OVERALL WORK PROGRAM

## OWP LINE ITEM BUDGET

The OWP Budget can be viewed in two ways: The first table is a line item budget displaying how the OWP budget is allocated. The second table shows the same budget by project and major budget category.

Cost Category	FY24 Adopted	FY25 Proposed	Incr (Decr)
500XX Staff	\$ 13,761,841	\$ 14,058,233	\$ 296,392
543XX Consultant	64,358,640	50,168,732	(14,189,908)
54303 Consultant TC	6,452,570	1,863,300	(4,589,270)
54304 Consultant Technical Assistance /Pass-Through Payments	196,000,000	171,664,739	(24,335,261)
54340 Legal	415,164	79,278	(335,886)
55510 Office Supplies	909,000	2,500	(906,500)
5528X Third party contribution	5,753,843	81,342,514	75,588,671
55415 Off-site storage	9,124	600	(8,524)
55460 AV, IT or Facilities materials & equipment purchases <\$5K	1,000	-	(1,000)
55520 Graphic supplies	4,000	-	(4,000)
55580 Outreach/advertisement	56,000	108,000	52,000
55610 Professional membership	1,000	-	(1,000)
5562X Resource materials, GASB 96 & Non-GASB 96 Subscriptions	350,000	1,063,900	713,900
55810 Public notices	58,000		(58,000)
55830 Networking meetings/special events	4,000	4,000	-
55920 Other meeting expense	34,000	36,500	2,500
55930 Miscellaneous other	24,000	26,500	2,500
55931 Miscellaneous labor	460,387	1,362,009	901,622
55932 Miscellaneous labor, future	13,065,613	4,570,572	(8,495,041)
56100 Printing	8,500	3,300	(5,200)
58100 Travel	177,500	186,100	8,600
58101 Travel-local	10,000	10,000	-
58110 Mileage	12,000	12,000	-
<b>Sub-total</b>	<b>\$ 301,926,182</b>	<b>326,562,777</b>	<b>\$ 24,636,595</b>
51000 Fringe benefits	9,034,823	8,983,844	\$ (50,979)
51001 Indirect costs	31,284,880	34,233,267	\$ 2,948,387
<b>Total</b>	<b>\$ 342,245,885</b>	<b>369,779,888</b>	<b>\$ 27,534,003</b>

\*Totals may not add due to rounding

# OVERALL WORK PROGRAM

This table shows the same budget by program and major budget category.

Program		FY25 Proposed Budget				
		Total *	Other Costs	Consultant	Consultant TC	Consultant TA
010	System Planning	1,738,043	1,710,746	27,297	-	-
015	Transportation Finance	747,741	597,741	150,000	-	-
020	Environmental Planning	1,415,578	1,415,578	-	-	-
025	Air Quality and Conformity	833,752	833,752	-	-	-
030	Federal Transportation Improvement Program (FTIP)	3,951,763	3,251,763	200,000	500,000	-
045	Geographic Information Systems (GIS)	5,651,262	5,407,962	243,300	-	-
050	Active Transportation Planning	827,341	827,341	-	-	-
055	Regional Forecasting, Socioeconomic Technical & Policy Analysis	2,036,306	1,776,306	260,000	-	-
060	Corridor Planning	428,332	428,332	-	-	-
065	Sustainability Program	1,609,398	1,399,398	210,000	-	-
070	Modeling	8,968,465	8,618,465	150,000	200,000	-
080	Performance Assessment, Monitoring & Strategy	611,233	611,233	-	-	-
090	Public Information and Communications	5,266,472	4,543,472	-	723,000	-
095	Regional Outreach and Public Participation	5,443,522	4,943,222	60,000	440,300	-
100	Intelligent Transportation Systems (ITS) and Smart Cities	4,371,715	2,105,382	2,266,333	-	-
115	Clean Technology Program	439,885	439,885	-	-	-
120	OWP Development and Administration	1,310,059	1,310,059	-	-	-
130	Goods Movement	5,765,346	2,047,445	3,717,901	-	-
140	Transit and Rail Planning	1,247,391	1,141,638	105,753	-	-
156	Climate Adaptation Planning	306,058	6,099	-	-	299,959
225	Special Grant Projects	787,965	253,465	534,500	-	-
230	Regional Aviation and Airport Ground Access Planning	588,353	523,353	65,000	-	-
235	Local Information Services Program	695,726	695,726	-	-	-
267	Clean Cities Program	106,190	106,190	-	-	-
275	Sustainable Communities Program	5,255,625	876,175	2,014,670	-	2,364,780
280	Future Communities Initiative	253,319	103,319	150,000	-	-
290	Research, Planning and Engagement for Sustainable Communities	7,718,220	4,389,440	3,328,780	-	-
300	Regional Early Action Planning (REAP) Grants Program - AB 101	265,859	265,859	-	-	-
303	Economic Empowerment	291,038	291,038	-	-	-
305	Regional Early Action Planning (REAP) Grants Program – REAP 2.0	203,004,546	11,879,546	22,125,000	-	169,000,000
310	Planning Strategy Development and Implementation	5,679,809	5,679,809	-	-	-
315	Last Mile Freight Program - MSRC	87,530,687	75,679,087	11,851,600	-	-
320	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	1,679,455	979,455	700,000	-	-
325	Regional Pilot Initiatives Phase 2	2,953,434	944,836	2,008,598	-	-
<b>Total Costs</b>		<b>369,779,888</b>	<b>146,083,117</b>	<b>50,168,732</b>	<b>1,863,300</b>	<b>171,664,739</b>

\*Totals may not add due to rounding

\*Includes indirect costs, fringe benefits, non-labor, and in-kind match.

Attachment: FY25 DRAFT COMPREHENSIVE BUDGET\_March 7, 2024 RC Mtg (Approval of the Fiscal Year 2024-25 Draft Comprehensive

# OVERALL WORK PROGRAM

## PROGRAM/WORK ELEMENTS

The following section summarizes the OWP Programs and the Strategic Plan goal(s) each program supports.

### 010 System Planning

Managers: Warren Whiteaker & Philip Law

#### Program Objective:

Transportation System Planning involves long-term planning for system preservation, system maintenance, optimization of system utilization, system safety, and strategic system expansion of all modes of transportation for people and goods in the six-county region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal (RTP/SCS) is the primary vehicle SCAG uses to achieve our transportation system planning goals and objectives. As the MPO for this region, one of SCAG's major responsibilities is to develop, administer, and update the RTP/SCS. The primary objective of this work element is to ensure SCAG is fulfilling its roles and responsibilities in this area as the designated MPO and RTPA for this region. SCAG will ensure that Connect SoCal 2024 is consistent with state and federal requirements while addressing the region's transportation needs.

#### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

### 015 Transportation Finance

Manager: Warren Whiteaker

#### Program Objective:

This work program is critical to addressing some of SCAG's core activities—specifically, satisfying federal planning requirements on financial constraints, ensuring a reasonably available revenue forecast through the RTP/SCS planning horizon, and addressing system-level operation and maintenance cost analyses along with capital cost evaluation of transportation investments. In FY 2024-25, this work program will continue the refinement of the Connect SoCal financial plan and

# OVERALL WORK PROGRAM

provide support for key financial strategies throughout the region.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 020 Environmental Planning

Manager: Frank Wen

### Program Objective:

In accordance with the California Environmental Quality Act (CEQA), SCAG prepares environmental documentation to ensure regulatory compliance with applicable federal and state environmental laws, monitors changes in environmental compliance requirements, and provides tools and services related to CEQA and CEQA streamlining efforts to support local jurisdictions. SCAG serves as the lead agency responsible for preparing the RTP/SCS Program Environmental Impact Report (PEIR) and addendums, and ensures completion of environmental documentation, such as Categorical Exemptions, for SCAG's existing programs, as needed. Staff works closely with local and regional agencies and stakeholders and conducts consultation and public outreach during the preparation of environmental documentation.

The Intergovernmental Review (IGR) program provides informational resources to regionally significant projects, plans, and programs to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies; functions as a clearinghouse for applications for federal grants and financial assistance programs, federally required state plans, federal development activities, and environmental documents; serves as an internal resource for submitted project information to support the Connect SoCal update and regional performance monitoring and assessment; and coordinates internal input to integrate performance monitoring in the review of environmental documents for regionally significant projects.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

# OVERALL WORK PROGRAM

## 025 Air Quality and Conformity

Manager: Frank Wen

### Program Objective:

The Air Quality Planning and Conformity program oversees and performs regional transportation conformity determinations and related air quality planning, analysis, documentation, and policy implementation in the SCAG region. This includes preparing transportation conformity analyses for RTP/SCS, FTIP, and their amendments; fulfilling federally required interagency consultation, processing and acting as clearinghouse for particulate matter (PM) hot spot analyses for transportation projects through the Transportation Conformity Working Group (TCWG); monitoring, participating in, and reporting on relevant federal, California, and regional air quality rulemaking; collaborating with the California Air Resources Board (ARB) and local air districts on development of air quality management plans/state implementation plans (AQMPs/SIPs); identifying and proactively addressing potential conformity failures and potential highway sanctions; developing SCAG's portion of South Coast Air Quality Management Plan (commonly known as Appendix IV-C); ensuring the timely implementation of transportation control measures (TCMs); and participating in the development and implementation of the Mobile Source Air Pollution Reduction Review Committee (MSRC) work programs.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## 030 Federal Transportation Improvement Program (FTIP)

Manager: Warren Whiteaker

### Program Objective:

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects and programs that will receive federal funding or are subject to a federally required action. The FTIP is a key programmatic tool that helps to implement the RTP/SCS. The 2023 FTIP was federally approved for transportation conformity on December 16, 2022, and the 2025 FTIP is anticipated to be federally approved for transportation conformity in December 2024. The FTIP is developed to incrementally implement the programs

# OVERALL WORK PROGRAM

and projects in the RTP/SCS in accordance with federal and state requirements. The FTIP is amended on an ongoing basis, as necessary, thereby allowing projects consistent with the RTP/SCS to move forward toward implementation. SCAG continues to work with consultants to enhance the functionality of the eFTIP database to ensure requirements for programming and performance monitoring are consistent with federal guidance.

Consistent with the findings of the region’s 2022 Federal Certification Review, SCAG also selects, monitors, and manages Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) federally-funded projects. Selected projects advance Connect SoCal and associated performance targets.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 045 Geographic Information Systems (GIS)

Managers: Hsi-Hwa Hu & Jonathan Holt

### Program Objective:

Analyzing and visualizing regional geographic data, often on a map, is where many Planning efforts begin. This program provides agency-wide GIS operations and support. It fosters widespread use of geographic data in data-driven planning, geospatial analysis, data visualization, GIS mapping, as well as GIS application development by leveraging location intelligence. To enhance GIS workflows, staff applies GIS modeling and analytics techniques to streamline regional geospatial database development and maintenance processes. GIS staff establishes innovative analytical and visualization methodologies to facilitate and support policy and planning analysis. In addition, GIS staff provides professional GIS technical support and training to SCAG staff. To support SCAG’s ongoing role as a Regional Information Center, the program manages and maintains regional geospatial data and information for policy and planning analysis for Southern California and provides data and visualization services and support to better serve the needs of the agency and stakeholders.

Additional goals include developing cutting-edge web-GIS applications and tools for information



# OVERALL WORK PROGRAM

sharing and innovative planning; developing and managing SCAG’s Enterprise GIS and RDP systems (including GIS hardware/software, GIS database, GIS analysis, and GIS applications); developing and implementing GIS governance and GIS data management standards and providing value-added GIS technical services and products to our local jurisdictions.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

## 050 Active Transportation Planning

Manager: Philip Law & Frank Wen

### Program Objective:

SCAG will continue to research and explore opportunities and partnerships to implement the core regional active transportation strategies. In addition, SCAG will develop partnerships and strategies that are coordinated with the deployment of shared mobility services to advance complete streets goals and reduce the use of Single Occupancy Vehicles (SOVs) for short trips. SCAG will also work with Caltrans, counties, and individual cities to fund local active transportation plans and multi-jurisdictional active transportation projects that are part of Connect SoCal, the 2024 RTP/SCS.

SCAG will also continue to manage the Regional Active Transportation Program, including providing technical assistance to project sponsors, managing planning and program grants, tracking project delivery, and preparing program amendments, as necessary. SCAG will provide leadership and input at the state and regional levels to ensure future funding cycles align with regional planning goals. Through continued collaboration with the California Transportation Commission, Caltrans and the Southern California county transportation commissions, SCAG will

# OVERALL WORK PROGRAM

also work to improve the application and allocation procedures.

Efforts will also be continued to expand and support the capability to measure the impact of active transportation investments, including through better data collection, modeling, and co-benefit analysis (focusing on greenhouse gas emissions, public health, and the economy).

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 055 Regional Forecasting, Socioeconomic Technical & Policy Analysis

Managers: Ryan Wolfe & Hsi-Hwa Hu

### Program Objective:

The key focus of this work element is to collect, compile, assess, analyze, and research socioeconomic, technology advancement, and demographic data and their trends, develop value-added information products, including but not limited to regional and county-level population, household and employment estimates and projections to inform regional planning and policy development.

This program also addresses the following: promote and advance in-house research and capacity with training and teaching research methodology, data, analytical tools - GIS, statistics, and programming across the agency. Collaboration with universities, research institutes and planning partners and peer agencies jointly conduct research and data sharing on important and emerging regional challenges and issues. Serve as the regional data and information hub, promote data and information driven decision-making process and outcome. Additional program objectives include actively promoting and advocating for SCAG’s innovative planning practices and experiences across the nation and internationally by organizing and conducting summits, workshops, symposiums, participation, presentation at key conferences, and publications in peer-reviewed journals.

# OVERALL WORK PROGRAM

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

## 060 Corridor Planning

Manager: Philip Law

### Program Objective:

Staff will provide input to the RTP/SCS on the design concept and scope of major transportation corridor investments, as identified upon the completion of corridor planning studies conducted under this work element and in partnership with other agencies. Staff will also initiate and/or support our partners in developing comprehensive, multi-modal and sustainable corridor plans that will meet the needs of the region, including providing a greater diversity of mobility choices and a well maintained, sustainable and safer transportation system. Additionally, staff will ensure that corridor planning studies are completed in accordance with federal transportation planning requirements as identified in 23 CFR 450. Lastly, staff will engage with state and local partners, including Caltrans and local jurisdictions, on efforts to reconnect communities by planning for the removal, retrofit, or mitigation of existing transportation facilities (e.g., highways or rail lines).

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## 065 Sustainability Program

Manager: Ryan Wolfe

# OVERALL WORK PROGRAM

## Program Objective:

SCAG's Sustainability Program is a core effort for implementing the Connect SoCal, the 2024 RTP/SCS. The program demonstrates that the region can achieve mobility, air quality, and public health goals through local land use and policy changes along with targeted transportation investments. The program also focuses on developing regional resiliency strategies; explores pressing issues and possible challenges Southern California's residents may face in the coming decades, including climate change impacts to public health; furthers the region's ability to model the impacts of transportation and land use changes on public health; and considers ways to address potential disruptions to anticipated regional development patterns and transportation investments.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

## 070 Modeling

Manager: Hsi-Hwa Hu

## Program Objective:

Provide data and modeling services for the development and implementation of the RTP/SCS, FTIP, and other major land use and transportation planning initiatives. Analyze socioeconomic data and build analytical foundations for planning activities. Develop small area demographic and employment growth forecast through collaborating with local jurisdictions and peer planning agencies and building consensus. Continue to provide small area socioeconomic data for scenario planning and transportation modeling. Provide member agencies tools and data to analyze the impacts of their land use and planning decisions. Develop, maintain, and improve SCAG's forecasting and modeling tools to more effectively forecast small area growth, impacts of alternative scenarios, regional travel demand and estimate resulting air quality. Maintain a leadership role in the Southern California modeling community by coordinating the Region's modeling activities. Provide technical assistance and data services to support planning analysis of member agencies and other public institutions. Promote model consistency through an active subregional modeling program. Continue ongoing modeling collaboration with SCAG's partners to advance the region's modeling practices.

# OVERALL WORK PROGRAM

## Strategic Plan:

Supports Goal #3 – Be the Foremost Data Information Hub for the Region.

## 080 Performance Assessment, Monitoring, & Strategy

Manager: Frank Wen

### Program Objective:

Provide performance assessment and monitoring of the SCAG region that is consistent with federal performance-based planning, monitoring, and reporting guidance. Ensure the region is on track toward achieving the goals of the 2020 RTP/SCS (Connect SoCal) and in the implementation of Connect SoCal. Performance Assessment, Monitoring, and Strategy tasks including the collection and analysis of data needed to identify and evaluate regional growth and development trends, transportation system performance, environmental quality, regional sustainability and climate resilience, public health, housing affordability, and the socioeconomic well-being of people in the region.

The results of the regional performance monitoring and assessment program provide the basis for informed policy making, investment planning, and the effective implementation of Connect SoCal. To support this effort, SCAG is in the process of developing a regional performance monitoring dashboard application to enhance the visualization, communication, and reporting of regional performance relative Connect SoCal objectives. The provision of assistance to local jurisdictions in the implementation of the revised CEQA transportation impact assessment requirements established through SB 743 is also included in this task item. This program also coordinates with the California Department of Transportation (Caltrans) in the management of the annual local data collection process in support of the Highway Performance Monitoring System (HPMS).

On environmental justice (EJ), SCAG staff will monitor potential changes to EJ and equity requirements and related policies (i.e. SB1000, AB617, Justice40 Initiative), provide support services to member agencies, as needed, to ensure regulatory compliance, and provide on-going outreach opportunities with local jurisdictions and stakeholders to showcase equity in action best practices and discuss and solicit input on environmental justice and equity concerns relevant to the region by means of the Equity Working Group and equity focused Toolbox Tuesdays. SCAG staff will use these outreach opportunities to monitor implementation of EJ policies and incorporation of equity considerations and assist local jurisdictions that may benefit from SCAG's

# OVERALL WORK PROGRAM

wide range of EJ and equity analysis and data. Lastly, SCAG staff will continue to conduct outreach with local jurisdictions and stakeholders and consultation with SCAG's Policy Committees to further improve on the Equity Analysis for Connect SoCal 2024.

## Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

## 090 Public Information & Communications

Manager : Ana Vallianatos

### Program Objective:

Develop and execute a comprehensive external communications program that informs the region’s diverse audiences about SCAG programs, plans, initiatives, and services. SCAG's communications strategies facilitate the agency's transportation planning activities by helping to inform the general public, media, agency stakeholders and partners about the existence, purpose and potential impact of these activities, and to convey this information in ways that are engaging and easy to understand for general audiences. SCAG communicates through various email and social media channels, engagement with local media, video production, websites, print collateral and workshops/events.

### Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

## 095 Regional Outreach & Public Participation

Manager: Sarah Patterson & Carmen Fujimori

# OVERALL WORK PROGRAM

## Program Objective:

Provide support for federal and state mandated public outreach for SCAG’s planning activities. Engage regional stakeholders in the SCAG planning and programming process through the support, assessment, and enhancement of outreach efforts to local governments, tribal governments, and members of the various stakeholder entities, including academia, business, community, and environmental groups, as well as other interested parties. The SCAG Regional Offices are critical components in these efforts, with SCAG staff assigned to an office in each county in the SCAG region.

## Strategic Plan:

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 100 Intelligent Transportation Systems (ITS) and Smart Cities

Manager: Philip Law & Warren Whiteaker

## Program Objective:

Under this program, staff will identify and create plans, policies, and tools to support deployment and integration of technologies and Smart Cities strategies, to achieve regional goals including mobility, equity, and sustainability. SCAG will plan for and support ubiquitous regional broadband deployment, access and adoption to provide the necessary infrastructure and supporting policies for Smart Cities Strategies and other transportation planning initiatives and will work towards documenting and disseminating the benefits of these strategies equitably throughout the region. SCAG will continue engaging with regional stakeholders on ITS and ITS related matters, including use and maintenance of the updated Regional ITS Architecture. Additionally, SCAG will maintain the web-accessible Architecture and provide documentation to maximize its usability and ensure on-going maintenance. SCAG will seek to provide training and educational opportunities to stakeholders on ITS related topics in partnership with FHWA/Caltrans as opportunities become available.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern

# OVERALL WORK PROGRAM

Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 115 Clean Technology Program

Manager: Philip Law

### Program Objective:

Through the Clean Technology Program, SCAG will work towards the Connect So Cal long term vision of a zero-emission transportation system, using cleaner mobility options where zero emission options are not feasible. SCAG will identify and create plans, policies, and tools to support demonstration, deployment and integration of clean mobility strategies consistent with regional goals including equity and sustainability; to continue engaging with regional stakeholders on clean mobility related matters, develop planning tools, provide technical assistance, and prepare the region for funding opportunities to support this objective; and to develop and convey Clean Mobility strategies in the Connect SoCal update and support modeling efforts on clean mobility assumptions and analysis.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 120 OWP Development & Administration

Manager: Kana Sato-Nguyen

### Program Objective:



# OVERALL WORK PROGRAM

Develop, administer, and monitor the Overall Work Program (OWP). The OWP is a required function of SCAG as the Metropolitan Planning Organization (MPO) for this region and provides a detailed description of the planning activities that will be completed by the MPO and its partners in the fiscal year.

## Strategic Plan:

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 130 Goods Movement

Manager: Philip Law

### Program Objective:

This work program focuses on integrating freight related transportation initiatives into the regional transportation planning process, including efforts to refine and support the implementation of the Comprehensive Regional Goods Movement Plan and Implementation Strategy. This includes but is not limited to a systems level plan for inland port strategies, along with strategic operational approaches to address increasing supply chain volatility and to prepare for major events. Under this program, SCAG will plan and advocate for funding, policies, and programs to optimize the intermodal goods movement network through increases in economic efficiency, congestion mitigation, safety and air quality improvements, mitigation of community impacts, and enhancements to system security.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 140 Transit and Rail Planning

Manager: Philip Law

### Program Objective:

# OVERALL WORK PROGRAM

SCAG supports and engages transit and rail operations in corridor and regional planning efforts and in further refining the transit and rail strategies for inclusion in future updates to Connect SoCal. In FY24-25, SCAG will continue to implement FTA requirements for performance-based planning and coordinate with transit operators to address transit safety and transit asset management (TAM). SCAG will continue to assess and monitor regional transit system performance and work with transit operators through the Regional Transit Technical Advisory Committee to ensure stakeholder input and participation in the metropolitan transportation planning process, consistent with the SCAG MOUs with the transit operators.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 156 The Soboba Tribal Climate Change Adaptation Plan

Manager: Ryan Wolfe

## Program Objective:

To encourage local and regional identification of transportation system vulnerabilities and climate-related risks to existing transportation infrastructure, identification of adaptation planning projects that address climate risk impacts to existing transportation infrastructure, and planning for specific climate projects that can be programmed in existing local or regional transportation plans.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 225 Special Grant Projects

Manager: Frank Wen

# OVERALL WORK PROGRAM

## Program Objective:

To fund and participate in environmental and transportation specialized projects with funding from discretionary grants and/or local funds contributed by local jurisdictions. Grants assist the region and local agencies to better integrate land use, technology and transportation planning to develop alternatives for addressing growth, sustainability and to assess efficient infrastructure investments that meet community needs. In addition, staff secured a grant through the Office of Traffic Safety to support Go Human, SCAG's Regional Active Transportation Safety and Encourage Campaign. The Campaign was implemented in partnership with the six county health departments and six county transportation commissions, and aimed to increase rates of walking and biking while reducing collisions. The multi-pronged campaign included partnership development with local agencies on temporary safety demonstration projects utilizing *Go Human's* Kit of Parts Lending Library, safety messaging campaigns and increasing public awareness of traffic safety measures through outreach and engagement. The multi-faceted campaign will include partnering with local agencies on demonstration projects, coordinating safety trainings and workshops, and increasing public awareness of the rules of the road through outreach and advertising partnerships.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 230 Regional Aviation & Airport Ground Access Planning

Manager: Warren Whiteaker

## Program Objective:

# OVERALL WORK PROGRAM

The Regional Aviation and Airport Ground Access Planning (Aviation) program focuses on the region’s airports and aviation system primarily from the perspective of airport ground access and the surface transportation system. Although SCAG does not have regulatory or developmental authority over the airports, it does maintain an updated list of airport ground access projects in the regional transportation plan. It also plays a critical consultative and collaborative role with the airports, federal agencies, Caltrans, the transportation agencies and commissions, academic institutions, industry associations, and other transportation stakeholders. During FY 2024-25, staff will continue ongoing work on regional airport and airport ground access planning, and explore new areas of research on aviation systems planning. There will be considerable collaboration with regional partners through ongoing communication and participation on working groups and committees, including the Aviation Technical Advisory Committee (ATAC), which SCAG manages and convenes.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 235 Local Information Services Program

Manager: Frank Wen

### Program Objective:

The Local Information Services Program mainly focuses on the Local Information Services Team (LIST) and the Toolbox Tuesday Training Series to build local capacity in innovative and integrated transportation and planning tools and resources. LIST aims to (1) link SCAG’s available information products (e.g., data, applications, model policies and best practices, topical white papers, etc.) to help address local needs, (2) provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and (3) coordinate and conduct one-on-one technical assistance meetings with local jurisdictions. Internally, LIST also work closely with subject matter experts at SCAG to provide technical, outreach, education, and

# OVERALL WORK PROGRAM

engagement guidance on a number of proposed applications for local jurisdictions while aligning the objectives between local and regional planning. The Toolbox Tuesdays serve as important opportunities for inter-governmental communication. By bringing together planners from diverse areas of the region, the sessions provide opportunities for local jurisdictions to learn from each other about the successes and failures in new approaches to transportation and land use planning. In a region as vast as SCAG, forums, where staff from dense urban communities can share their concerns and successes with planners from less populated areas, are highly valued. Toolbox Training sessions equip local government planners to think beyond their traditional roles and respond to new mandates that require collaboration and public participation.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

## 267 Clean Cities Program

Manager: Philip Law

### Program Objective:

Administer the U.S. Department of Energy (DOE) Clean Cities Program for the SCAG Clean Cities Coalition, including performing outreach and marketing in support of expanding alternative fuels in the SCAG region. Partner with public and private entities to displace petroleum gasoline use by encouraging purchase of alternative vehicles, increasing efficiency of existing fleet vehicles, and reduction of vehicle miles traveled (VMT).

### Strategic Plan:

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

## 275 Sustainable Communities Program

# OVERALL WORK PROGRAM

Manager: Frank Wen, Philip Law, & Marco Anderson

## Program Objective:

The Sustainable Communities Program (SCP) is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. This collaborative initiative provides assistance to local jurisdictions to coordinate sustainable transportation, land use and regional policies and issues in local planning. The SCP seeks to provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, sustainability, land use and planning for affordable housing; develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal, the 2024 RTP/SCS; and increase the region's competitiveness for federal and state funds. In FY25, this also includes planning for mobility as a service as well as reconnecting communities previously divided by highway or railway facilities. The SCP aims to address and ensure health and equity in regional land use and transportation planning and to close the gap of racial injustice and better serve our communities of color. The program seeks planning solutions to local growth challenges and results in strategies that promote local and regional sustainability through the integration of transportation and land use, with particular focus on developing and practical strategies to reduce greenhouse gases. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

## 280 Future Communities Initiative

Manager: Hsi-Hwa Hu

## Program Objective:

The Future Communities Initiative includes action items aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional

# OVERALL WORK PROGRAM

and local planning and reduce transportation demand. Tools and resources provided through the initiative will enable more informed regional and local policy making, increase the efficiency of public service delivery, and ensure the financial sustainability of future cities. The Future Communities Initiative will play a key role in reducing VMT and GHG emissions by modernizing regional land-use and transportation planning tools, fostering data-driven collaboration with SCAG's partner agencies, and providing local agencies with planning resources to pilot new technologies and initiatives to reduce travel demand.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

## 290 Research, Planning and Engagement for Sustainable Communities

Managers: Ryan Wolfe, Marco Anderson, Ma'Ayn Johnson, Frank Wen, Warren Whiteaker & Hsi-Hwa Hu

## Program Objective:

SCAG staff initiated the implementation of Connect SoCal immediately after its adoption, and has since launched research, planning and studies in preparation for the next plan, Connect SoCal 2024. Much of SCAG's research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through advancing mode shift, transportation demand management, operational efficiency, system accessibility, and integration of future transportation, employment and land use. Research is also focused on aligning land use and encouraging cities and counties to adopt land uses that promote growth in Connect SoCal identified Priority Growth Areas.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

# OVERALL WORK PROGRAM

## 300 Regional Early Action Planning (REAP) Grants Program – AB 101

Manager: Ma'Ayn Johnson

### Program Objective:

Under the California 2019-20 Budget Act, SCAG was awarded \$47 million in Regional Early Action Planning (REAP 1.0) funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA). The REAP 1.0 funding is a one-time planning program that authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing production. SCAG is administering the REAP funds through a combination of direct technical assistance (including housing element data components and policy assessments), subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions. The REAP grants program is focused on implementable solutions across land use, financing, development streamlining and other actions that accelerate housing production.

### Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## 303 Economic Empowerment

Manager: Victor Negrete

### Program Objective:

The Economic Empowerment Program is focused on the implementation of targeted, place-based programs aimed at achieving economic empowerment, environmental and restorative justice across intersectional policy goals identified in the RTP/SCS and the Regional Housing Needs Allocation (RHNA) process. This program will ensure that the recommendations of the Racial Equity and Regional Planning Subcommittee inform the strategies and implementation plans in Connect SoCal 2024. The



# OVERALL WORK PROGRAM

staff in this program are also charged with identifying new partnerships, projects and funding sources to develop new programs for implementation of Connect SoCal 2020, the future Connect SoCal 2024, and SCAG’s adopted Racial Equity Action Plan.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## 305 Regional Early Action Planning (REAP) Grants Program – REAP 2.0

Managers: Ma’Ayn Johnson, Kate Kigongo, Frank Wen & Marco Anderson

## Program Objective:

The REAP 2.0 program seeks to accelerate progress towards state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities. REAP 2.0 seeks to accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals. SCAG’s REAP 2.0 Program was developed through an inclusive and equitable outreach process with a variety of strategies to reach a wide range of regional stakeholders. SCAG’s REAP 2.0 Program combines coordinated and transformative housing development, finance, land use, and transportation strategies to help achieve California’s housing and greenhouse gas emission reduction goals. This program includes several projects across three major Program Areas, including Early Program Initiatives, Programs to Accelerate Transformative Housing (PATH) Program, and the Transportation Partnership Programs (TPP).

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

## 310 Planning Strategy Development and Implementation

Manager: Frank Wen & Marco Anderson

# OVERALL WORK PROGRAM

## Program Objective:

This program will develop a strategic framework for coordinating the implementation, monitoring, and performance assessment of the current Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy) alongside coordinating the integration of existing strategies, emerging trends and technologies across all SCAG departments to develop of the next Connect SoCal. This project will coordinate and advance planning division priorities and major work programs, and coordinate projects that fall in different departments. Additionally, this program will foster partnerships with federal, state, regional, and local agencies. To accomplish above objectives, the Planning Strategy Department will coordinate planning teams in the following program areas: Connect SoCal Development, Connect SoCal Strategies, and Performance Measurement and Monitoring., Local Planning and Program Assistance, and Local Jurisdiction Technical and Information Assistance.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Supports Goal #3 – Be the foremost data information hub for the region.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #6 – Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products

## 315 Last Mile Freight Program – MSRC

Manager: Philip Law

## Program Objective:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP). The LMFP is intended to achieve immediate

# OVERALL WORK PROGRAM

reductions in criteria pollutants and greenhouse gas emissions from commercially deployed vehicles/equipment serving the last mile delivery market. The LMFP will inform both industry and the public regarding zero-emissions/near-zero emissions vehicle/equipment and supporting infrastructure performance and how this information can be used to scale emissions reductions to contribute to regional air quality goals.

## **Strategic Plan:**

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## **320 Inclusive Economic Recovery Strategy (IERS) Implementation Grant**

Manager: Victor Negrete

### **Program Objective:**

Using \$3.5 million in one-time State-grant funding from the California Workforce Development Board, implement recommendations developed in the Inclusive Economic Recovery Strategy (IERS) adopted by SCAG's Regional Council on July 1, 2021. The five deliverables are focused on strategies that support expansion of the number of, and access to, middle wage jobs, strengthen supply chains and access to contracting opportunities for small businesses, expand construction apprenticeships and training, provide regional data to support both state efforts and broader inclusive economic growth efforts, and address human capital needs to realize economic opportunity.

### **Strategic Plan:**

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

## **325 Regional Pilot Initiative (PRI) Phase 2**

Manager: Kate Kigongo

### **Program Objective:**

To demonstrate innovative, next-generation technologies and models of regional significance, specifically those with the potential to change transportation and housing paradigms toward

# OVERALL WORK PROGRAM

building more sustainable communities. RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, County Transportation Commissions, etc.) to permit, construct and operate these pilots, and with private sector vendors to implement the pilots. RPI Phase 1 is funded using the Regional Early Action Planning Grants Program of 2021. RPI Phase 2 is funded by the Carbon Reduction Program. This multi-pronged program explores concepts such as accelerating active transportation improvements and the adoption of e-bike programs, Universal Basic Mobility, adoption of open-loop fare payment systems, and the improvement and expansion of mobility hubs across the region, among other priorities.

## Strategic Plan:

Supports Goal #1 – Produce innovative solutions that improve the quality of life for Southern Californians.

Supports Goal #4 – Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Supports Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products.

# FTA GRANT BUDGET

## FTA DISCRETIONARY AND FORMULA GRANT BUDGET

### Program Overview

SCAG is the Designated Recipient of FTA Urbanized Area Formula Grants under 49 U.S.C. Section 5307 for the large urbanized areas (UZAs) with populations of 200,000 or more (according to the latest U.S. Census) in the SCAG region. Under the reauthorization bill that was signed into Law on November 15, 2021, the Infrastructure Investment and Jobs Act (referred to as the Bipartisan Infrastructure Bill), funding is authorized for 49 U.S.C. Section 5339 Bus and Bus Facilities Formula Grants Program and U.S.C. Section 5312 National Research & Technology Program to SCAG due to being the Section 5307 Designated Recipient.

As the Designated Recipient, SCAG is responsible to apply for and pass through Section 5339 and Section 5312 grant funds for specialized transportation programs and projects, which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guide-way, as well as to construct related facilities and purchase related equipment. All the pass-through projects were completed over the last several Fiscal Years. In FY 2024-25, the FTA Discretionary and Formula Grant Budget includes only cash contributions (no federal funding) to support compliance monitoring for the post-implementation project.

### Line Item Budget

The following table shows the FTA Discretionary and Formula Grant line item budget.

Cost Category	FY24 Adopted	FY25 Proposed	Incr (Decr)
<b>500XX Staff</b>	\$ 2,047	\$ 4,152	\$ 2,105
<b>54300 SCAG Consultant</b>	\$ 218,719	\$ 213,719	\$ (5,000)
<b>54360 Pass Through Payments</b>			
Riverside Transit Agency	200,000	-	(200,000)
ATNs'	-	-	-
<b>54360 Total</b>	\$ 200,000	\$ -	\$ (200,000)
<b>55930 Miscellaneous Other</b>	\$ -	\$ -	\$ -
<b>55931 Miscellaneous Labor</b>	\$ 69,288	\$ 46,977	\$ (22,311)
<b>59090 Exp Local Other</b>			
Riverside Transit Agency	49,942	-	(49,942)
ATNs'	-	-	-
<b>59090 Total</b>	\$ 49,942	\$ -	\$ (49,942)
<b>Sub-total</b>	\$ 539,996	\$ 264,848	\$ (275,148)
<b>51000 Fringe Benefits</b>	\$ 1,373	\$ 2,701	\$ 1,328
<b>51001 Indirect Costs</b>	\$ 4,693	\$ 10,180	\$ 5,487
<b>Total</b>	\$ 546,062	\$ 277,729	\$ (268,333)

\*Totals may not add due to rounding

# TDA PROGRAM BUDGET

## TDA BUDGET

### Program Overview

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate up to  $\frac{3}{4}$  of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region.

SCAG uses TDA to fund various activities in the Overall Work Program, as shown beginning on page 20, as well as other direct activities. SCAG uses TDA to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds. For Other Work Program Budget, TDA funds SCAG signature events such as General Assembly, Demographic Workshop as well as Economic Summit.

### Line Item Budget

In FY 2024-25, the TDA budget includes \$11,245,201 for consultants and staff-related costs to support local transportation planning projects as well as SCAG signature events.

# TDA PROGRAM BUDGET

The following table shows the TDA Budget line item budget for OWP and Other Work Program.

	FY24 Adopted	FY25 Proposed	Incr (Decr)
<b>REVENUES:</b>			
TDA Revenue	5,397,327	5,967,359	570,032
Transfer from Fund Balance	319,225	5,277,842	4,958,617
<b>Total Revenues</b>	<b>5,716,552</b>	<b>11,245,201</b>	<b>5,528,649</b>
<b>Overall Work Program (OWP)</b>			
<b>EXPENDITURES:</b>			
500XX Staff	962,805	1,414,175	451,370
54300 SCAG consultant	656,233	3,205,934	2,549,701
54302 Non-Profits/IHL	-	-	-
54304 Consultants-Technical Assistance/Pass-Through Payments	229,400	271,240	41,840
54340 Legal	164,520	79,278	(85,242)
55210 Software Support	5,735	-	(5,735)
55520 Graphic Supplies	4,000	-	(4,000)
55460 AV, IT or Facilities Materials & Equipment < \$5,000	1,000	-	(1,000)
55620 Res Mats/Non GASB 96 subscriptions	-	450,000	450,000
55580 Outreach/Advertisement	6,000	108,000	102,000
55830 Networking Meetings/Special Events	-	4,000	4,000
55610 Prof Membership	-	-	-
55621 Subscriptions (GASB 96)	-	613,900	613,900
55840 Training Registration	1,000	-	(1,000)
55914 RC General Assembly	-	-	-
55915 Demographic Workshop	-	-	-
55916 Economic Summit	-	-	-
55920 Other Mtg Expense	-	26,500	26,500
5593X Miscellaneous other/Miscellaneous Labor	9,000	9,027	27
55950 Temporary Help	-	-	-
56100 Printing	-	2,500	2,500
5810X Travel	36,000	150,500	114,500
58110 Mileage	-	12,000	12,000
58150 Travel lodge>Per Diem	-	-	-
<b>Sub-total</b>	<b>2,075,693</b>	<b>6,347,054</b>	<b>4,271,361</b>
51000 Fringe benefits - Reg Staff	643,284	789,642	146,358
51003 Fringe benefits - Intern	-	24,163	24,163
51001 Indirect Cost	2,247,193	3,310,077	1,062,884
<b>Total for OWP</b>	<b>4,966,170</b>	<b>10,470,936</b>	<b>5,504,766</b>
<b>Other Work Program</b>			
<b>EXPENDITURES:</b>			
500XX Staff	47,919	52,124	4,205
54300 SCAG consultant	172,800	20,000	(152,800)
55621 Subscriptions (GASB 96)	-	33,600	33,600
55914 RC General Assembly	208,190	343,390	135,200
55915 Demographic Workshop	18,200	18,200	-
55916 Economic Summit	128,250	128,250	-
56100 Printing	16,000	-	(16,000)
58110 Mileage	4,000	4,000	-
58150 Travel lodge>Per Diem	13,000	13,000	-
<b>Sub-total</b>	<b>608,359</b>	<b>612,564</b>	<b>4,205</b>
51000 Fringe benefits - Reg Staff	32,146	33,899	1,753
51001 Indirect Cost	109,877	127,802	17,925
<b>Total for Other Work Program</b>	<b>750,382</b>	<b>774,265</b>	<b>23,883</b>
<b>Total Expenditures</b>	<b>5,716,552</b>	<b>11,245,201</b>	<b>5,528,649</b>

\*Totals may not add due to rounding

# GENERAL FUND BUDGET

## GENERAL FUND BUDGET (GF)

### Program Overview

The General Fund (GF) has been established to: provide support to the Regional Council (RC) and its Subcommittees for the costs of stipends and travel; fund costs not eligible for grant reimbursement; provide a source of working capital; finance program expenditures, which must be paid prior to sending requisitions to certain federal and state grantors; and authorize establishment of, and borrowing from, a line of credit. The General Fund is not an available resource to fund project costs otherwise chargeable to grants.

The RC is responsible for conducting the affairs of SCAG pursuant to Article V (A) 4 of the By-Laws. Among other duties, the RC reviews and may revise, amend, increase, or decrease the proposed annual GF budget as prepared by the Chief Financial Officer. The RC submits the approved GF budget to members of the General Assembly (GA) at least thirty (30) days before the annual meeting for review. After the adoption of the budget and the annual assessment schedule by the GA, the RC controls all GF expenditures in accordance with the budget.

### Membership Dues Assessments

The By-Laws require the Executive Director to annually submit the GF budget to the RC. Upon its adoption, the GA fixes membership assessment for all members of SCAG in amounts sufficient to provide the funds required by the GF budget. The membership dues are calculated in accordance with the guidelines of the By-Laws.



# GENERAL FUND BUDGET

## General Fund Line Item Budget

The following table shows General Fund revenues and expenditures by task.

		FY23 Actual	FY24 Adopted Budget	FY25 Proposed Budget	FY24 Adopted To FY25 Proposed Incr (Decr)
<b>REVENUE:</b>	Membership Dues:				
	Counties	348,089	349,754	380,014	30,260
	Cities	1,885,704	2,011,702	2,251,020	239,318
	Commissions	88,500	88,500	88,500	-
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	10,000	10,000	10,000	-
	Sub-total	\$ 2,342,293	\$ 2,469,956	\$ 2,739,534	\$ 269,578
	Interest	189,880	55,086	87,459	32,373
	Other	39,291	41,800	41,800	-
	General Assembly Sponsorships & Registrations	393,971.00	340,000	367,273	27,273
Transfer From/To Fund Balance	860,266.00	182,905	(146,368)	(329,273)	
Sub-total	\$ 1,483,407	\$ 619,791	\$ 350,164	\$ (269,627)	
<b>Total Revenues</b>		<b>\$ 3,825,700</b>	<b>\$ 3,089,747</b>	<b>\$ 3,089,698</b>	<b>\$ (49)</b>
<b>EXPENDITURES:</b>					
<b>Task .01 Regional Council</b>	<b>Regional Council:</b>				
	Staff Time	43,408.48	26,738	-	(26,738)
	EAC Retreat	33,936.25	40,000	20,000	(20,000)
	Legal Services	128,238.60	164,840	150,000	(14,840)
	Miscellaneous Other	850.32	-	-	-
	Other Meeting Expense	35,694.19	20,000	35,000	15,000
	Professional Memberships	-	-	-	-
	RC/Committee Meeting	-	15,000	5,000	(10,000)
	Stipends	227,690.00	245,000	301,683	56,683
	Travel - Outside	9,053.87	50,000	50,000	-
	Travel - International	18,791.84	-	-	-
	Travel - Local	20,979.84	46,000	46,000	-
	Mileage - Local	12,513.07	25,000	25,000	-
Task sub-total	\$ 531,156	\$ 632,578	\$ 632,683	\$ 105	
<b>Task .02 Legislative</b>	<b>Legislative:</b>				
	Staff Time	10,845.55	34,086	35,959	1,873
	Federal/State Lobbyist	228,000.00	228,000	228,000	-
	Resource Materials/Subscriptions	70.00	2,000	500	(1,500)
	Networking Meeting/Special Events	1,765.00	-	-	-
	Other Meeting Expense	38,787.73	15,000	45,000	30,000
	Travel - Outside	5,474.69	10,000	10,000	-
	Travel - Local	154.05	-	200	200
Mileage - Local	118.73	500	200	(300)	
Task sub-total	\$ 285,216	\$ 289,586	\$ 319,859	\$ 30,273	

Attachment: FY25 DRAFT COMPREHENSIVE BUDGET\_March 7, 2024 RC Mtg (Approval of the Fiscal Year 2024-25 Draft Comprehensive

# GENERAL FUND BUDGET

## General Fund Line Item Budget (continued)

		FY23 Actual	FY24 Adopted Budget	FY25 Proposed Budget	FY24 Adopted To FY25 Proposed Incr (Decr)
<b>Task .03 RHNA</b>	<b>RHNA:</b>				
	Staff Time	-	53,688	-	(53,688)
	Legal Services	-	-	273,556	273,556
	Task sub-total	\$ -	\$ 53,688	\$ 273,556	\$ 219,868
<b>Task .04 Other Non-Labor</b>	<b>Other Non-Labor:</b>				
	SCAG Consultant	30,900.00	26,500	-	(26,500)
	Legal Services	231,115.05	220,000	460,000	240,000
	Software Support	153,424.66	-	-	-
	Off-Site Storage	3,868.70	-	-	-
	Bank Fees	18,386.80	15,000	15,000	-
	Office Supplies	25.10	-	-	-
	SCAG Memberships	173,177.68	-	-	-
	Professional Memberships	7,999.74	11,500	900	(10,600)
	Sponsorships	118,728.00	-	-	-
	Networking Meeting/Special Events	430.00	-	-	-
	Scholarships	88,000.00	-	-	-
	Economic Summit	150,317.49	-	-	-
	Other Meeting Expense	19,382.04	50,000	50,000	-
	Miscellaneous Other	31,471.37	20,000	20,000	-
	Travel - Outside	1,214.70	2,500	2,500	-
	Travel - Local	883.25	1,500	1,500	-
	Mileage - Local	1,263.80	500	500	-
Staff Lodging Expense	13,872.41	-	-	-	
	Task sub-total	\$ 1,044,461	\$ 347,500	\$ 550,400	\$ 202,900
<b>Task .06 General Assembly</b>	<b>General Assembly:</b>				
	Staff Time	5,562.89	12,141	12,846	705
	SCAG Consultant	14,034.63	43,200	43,200	-
	General Assembly	724,639.79	453,310	507,510	54,200
	Other Meeting Expense	352.80	-	-	-
	Miscellaneous Other	-	1,500	1,700	200
	Printing	-	4,000	-	(4,000)
	Travel - Local	267.22	-	-	-
Mileage - Local	146.88	1,000	1,000	-	
	Task sub-total	\$ 745,004	\$ 515,151	\$ 566,256	\$ 51,105
<b>Task .10 Capital Outlay &gt;\$5K</b>	<b>Capital Outlay &gt;\$5K</b>				
	Capital Outlay	168,167.52	-	-	-
	Task sub-total	\$ 168,168	\$ -	\$ -	\$ -
<b>Task .11 Public Records Administration</b>	<b>Public Records Administration:</b>				
	Staff Time	7,234.50	72,642	7,166	(65,476)
	Task sub-total	\$ 7,235	\$ 72,642	\$ 7,166	\$ (65,476)

Attachment: FY25 DRAFT COMPREHENSIVE BUDGET\_March 7, 2024 RC Mtg (Approval of the Fiscal Year 2024-25 Draft Comprehensive

# GENERAL FUND BUDGET

## General Fund Line Item Budget (continued)

		FY23 Actual	FY24 Adopted Budget	FY25 Proposed Budget	FY24 Adopted To FY25 Proposed Incr (Decr)
<b>Task .14 International Collaboration</b>	<b>International Collaboration:</b>				
	Staff Time	-	4,845	5,011	166
	Other Meeting Expense	-	1,500	1,500	-
	Miscellaneous Other	-	2,000	2,000	-
	Travel-International	11,157.14	-	-	-
	Mileage - Local	-	500	500	-
	<b>Task sub-total</b>	<b>\$ 11,157</b>	<b>\$ 8,845</b>	<b>\$ 9,011</b>	<b>\$ 166</b>
<b>Task .20 Go Human Events</b>	<b>Go Human Events:</b>				
	Outreach/Advertisement	-	-	-	-
	<b>Task sub-total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Task .23 Other Labor</b>	<b>Other Labor:</b>				
	Staff Time	1,936.90	34,962	3,154	(31,808)
	<b>Task sub-total</b>	<b>\$ 1,937</b>	<b>\$ 34,962</b>	<b>\$ 3,154</b>	<b>\$ (31,808)</b>
<b>Task .26 Employee Engagement Program</b>	<b>Employee Engagement Program</b>				
	Engagement Committee	19,985.71	20,000	20,000	-
	Employee Recognition	4,582.55	15,000	15,000	-
	Other Meeting Expense	-	-	50,000	50,000
	Department Allowance	8,548.19	15,000	15,000	-
	<b>Task sub-total</b>	<b>\$ 33,116</b>	<b>\$ 50,000</b>	<b>\$ 100,000</b>	<b>\$ 50,000</b>
<b>Task .29 Special Events</b>	<b>Special Events</b>				
	SCAG Consultant	-	-	\$ 20,000	20,000
	Scholarships		44,000	44,000	-
	Demographic Workshop		9,800	9,800	-
	Economic Summit		29,750	59,750	30,000
	SCAG Memberships		127,600	130,100	2,500
	RC Sponsorships	6,500.00	165,000	165,000	-
		<b>Task sub-total</b>	<b>\$ 6,500</b>	<b>\$ 376,150</b>	<b>\$ 428,650</b>
	<b>Total for all tasks</b>	<b>\$ 2,833,950</b>	<b>\$ 2,381,102</b>	<b>\$ 2,890,735</b>	<b>\$ 509,633</b>
	Allocated Fringe Benefits	52,597	160,398	41,711	(118,687)
	Allocated Indirect Costs	170,778	548,247	157,252	(390,995)
	<b>Total</b>	<b>\$ 3,057,325</b>	<b>\$ 3,089,747</b>	<b>\$ 3,089,698</b>	<b>\$ (49)</b>

\*Totals may not add due to rounding

Attachment: FY25 DRAFT COMPREHENSIVE BUDGET\_March 7, 2024 RC Mtg (Approval of the Fiscal Year 2024-25 Draft Comprehensive

# FRINGE BENEFITS BUDGET

## FRINGE BENEFITS BUDGET (FB)

### Program Overview

Fringe benefits (FB) are employee-associated costs such as leave expenses (vacation, holidays, personal floating holidays, sick leave, etc.), health plan expenses, retirement plan expenses, workers' compensation insurance, unemployment insurance, bus/rail/carpool expenses, tuition reimbursement expenses, technology allowance, and deferred compensation expenses. These costs are expressed as a rate for full-time regular staff. The rate is the pooled costs of the fringe benefits divided by the total salaries for full-time regular staff.

To participate in SCAG's fringe benefits program, staff must hold benefits-eligible positions as regular, at-will or limited-term positions. Some of these programs provide staff and their families with financial protection if they become ill or disabled. These programs also allow staff and their family to recreate and spend time together. Others are designed to aid them in preparing for retirement or in meeting educational costs they incur for themselves.

The employee-associated costs are related to SCAG's full-time staff to generate a fringe benefits burden rate. The fringe benefits burden is applied to all staff charges in OWP, FTA Grant Budget, TDA Budget, General Fund, and Indirect projects.

A rate is applied to all OWP, FTA Grant Budget, TDA Budget, General Fund and Indirect cost salaries, e.g., for every \$1,000 of salaries, the FB budget is \$650.352 (65.0352%).

Part-time staff, interns, and temporary employees may be eligible for SCAG's limited fringe benefits. Part-time staff, interns, and temporary employee benefits are calculated separately and are not part of the fringe benefits burden rate.

# FRINGE BENEFITS BUDGET

## Line Item Budget

The following table shows the Fringe Benefits line item budget.

GL Account	Line Item	FY24 Adopted	FY25 Proposed	Incr (Decr)
60002	Sick leave	537,332	573,861	36,529
60004	PFH	680,951	741,963	61,012
60003	Holiday	1,251,499	1,399,452	147,953
60001	Vacation	1,773,195	1,731,769	(41,426)
60032	Sick - Interns	10,333	10,333	-
60041	Vacation Cash Out	75,000	86,000	11,000
6011X	PERS	8,385,649	8,904,791	519,142
60120	PARS	80,752	82,367	1,615
60200	Health insurance - actives	2,904,612	3,147,400	242,788
60201	Health insurance - retirees PAYGO	703,491	767,068	63,577
60210	Dental insurance	327,592	292,842	(34,750)
60220	Vision insurance	91,550	82,796	(8,754)
60225	Life insurance	123,106	143,383	20,277
60240	Medicare tax employers - regular staff	439,451	460,587	21,136
60250	Medicare tax employers - interns	4,495	4,495	-
60255	Social security tax employers - interns	23,715	19,220	(4,495)
60300	Tuition reimbursement	43,776	33,776	(10,000)
60310	Bus passes - regular staff	50,000	35,000	(15,000)
60315	Bus passes - interns	8,073	1,000	(7,073)
60360	De Minimis Employee Exp	15,000	15,000	-
60365	De Minimis Employee Exp Interns	5,167	5,172	5
60366	Technology Allowance	388,080	390,600	2,520
60367	Technology Allowance Intern	28,933	28,962	29
60400	Workers compensation	146,286	158,739	12,453
60405	Unemployment compensation Insurance	35,000	35,000	-
60410	Miscellaneous employee benefits	16,836	12,636	(4,200)
60415	SCAG 457 match	434,750	439,750	5,000
60450	Benefits administrative fees	85,605	90,913	5,308
60500	Automobile allowance	20,700	20,700	-
		<b>18,690,931</b>	<b>19,715,575</b>	<b>1,024,644</b>

\*Totals may not add due to rounding

# INDIRECT COST BUDGET

## INDIRECT COST BUDGET (IC)

### Program Overview

The Indirect Cost Budget is established to provide funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program project, except on a pro-rata basis. The Indirect Cost Rate Proposal (ICRP) is prepared in accordance with the guidelines of SCAG’s federal cognizant agency, FTA, and requires their approval as well as Caltrans approval.

An IC rate, approved by FTA and Caltrans, is applied to all productive staff salaries and fringe costs. For example, for every \$1,000 of direct salaries and fringe, the IC budget is \$1,485.69 (148.5690%). A review of the comprehensive line item budget chart beginning on page 12 shows the impact of this concept. Notice that the budgets for the OWP, FTA Grant Budget, TDA Budget and General Fund include allocated funds for the indirect costs which represents each budget component’s share of funding the Indirect Cost program.

# INDIRECT COST BUDGET

## Line Item Budget

The following table shows the Indirect Cost line item budget.

GL Account		Cost Category	FY24 Adopted	FY25 Proposed	Incr (Decr)
500XX	Staff		12,489,756	13,530,521	1,040,765
5XXXX	SCAG consultant		3,113,268	2,974,518	(138,750)
54340	Legal		186,335	271,335	85,000
55201	Network and Communications		179,548	213,950	34,402
55210	Software support		983,709	629,337	(354,372)
55220	Hardware support		693,826	283,826	(410,000)
55240	Repair- maintenance		55,000	55,000	-
55250	Cloud Services		-	1,395,040	1,395,040
55251	Cloud Support		2,754,062	338,998	(2,415,064)
55271	Owned Software		579,348	606,493	27,145
55275	Co-location Services		171,997	171,997	-
55400	Office rent / Operating expense		2,442,665	2,589,665	147,000
55410	Office rent satellite		295,142	304,142	9,000
55415	Off-site Storage		5,000	5,000	-
55420	Equipment leases		100,000	100,000	-
55430	Equip repairs and maintenance		2,000	2,000	-
55435	Security Services		100,000	100,000	-
55440	Insurance		370,000	390,000	20,000
55441	Payroll / bank fees		17,500	36,000	18,500
55445	Taxes		1,000	1,000	-
55460	AV, IT or Facilities Materials & equipment <\$5K		204,000	154,000	(50,000)
55510	Office supplies		73,800	73,800	-
55520	Graphic Supplies		4,000	4,000	-
55540	Postage		10,000	10,000	-
55550	Delivery services		15,000	20,000	5,000
55600	SCAG memberships		104,000	130,600	26,600
55610	Professional memberships		1,500	18,600	17,100
55611	Professional dues		8,750	4,750	(4,000)
5562X	Resource materials, GASB 96 & Non-GASB 96 Subscriptions		169,000	1,804,520	1,635,520
55630	COVID Facility Exp		53,740	-	(53,740)
55631	ADA & Safety Compliance		15,000	15,000	-
55700	Depreciation - furniture & fixture		250,000	300,000	50,000
55720	Amortization - lease		75,000	75,000	-
55800	Recruitment adverting		65,000	65,000	-
55801	Recruitment - other		45,000	45,000	-
55820	In House Training		70,000	70,000	-
55830	Networking Meetings/Special Events		20,500	24,500	4,000
55840	Training Registration		98,000	98,000	-
55920	Other meeting expense		1,250	1,250	-
5593X	Miscellaneous		13,000	95,546	82,546
55950	Temporary help		186,000	160,000	(26,000)
56100	Printing		23,000	23,000	-
58100	Travel		111,000	140,500	29,500
58101	Travel - local		19,378	25,878	6,500
58110	Mileage		18,200	17,700	(500)
<b>Sub-total</b>			<b>26,194,274</b>	<b>27,375,466</b>	1,181,192
51000	Fringe benefits - regular staff		8,304,738	8,728,070	423,332
51003	Fringe benefits - interns		26,885	13,290	(13,595)
<b>Total</b>			<b>\$ 34,525,897</b>	<b>36,116,826</b>	<b>\$ 1,590,929</b>

\*Totals may not add due to rounding; 5XXXX line includes Consultant and Other Consultant

# INDIRECT COST BUDGET

## Indirect Cost Work Areas

The Indirect Cost budget is spread across several functional work areas within the agency. The following chart describes each work area.

Group	Work Area	Activities
Administration	Finance	Finance is responsible for all financial activities of the agency, including accounting, budget & grants, investment policy, contracts, procurement, internal audits, and directing outside audits.
	Human Resources	Human Resources (HR) is responsible for staff recruitment, employee relations, training, employee benefits, maintaining personnel records, and administration of personnel rules and systems.
	Information Technology	Information Technology (IT) supports IT operations, computers for office staff, modeling and GIS capabilities, phone systems, video conferencing, and networks, as well as Facilities/property management for all of SCAG offices.
	Planning	Planning Administration supports activities that are not directly related to specific projects, such as the overall administration of the Planning Division, and efforts involved in the Policy Committee meetings.
Agency-wide Management		The Agency-wide Management section is responsible for the management of staff, the budget, and the day-to-day operations of the departments. The Executive Director is the official representative of the agency and its policies.
Legal Services		Legal Services is responsible for all internal and external legal affairs of SCAG.
Government and Public Affairs	Legislation	This unit is responsible for interfacing with the legislative processes at the federal and state levels.
	Regional Services & Media and Public Affairs	The primary responsibility of this unit is to maintain and expand governmental, community and private sector participation in the regional planning work of SCAG. This is done by working with cities and counties, local government officials, community, and business interest groups.



# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2024-25

#### As of February 1, 2024

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL POP CITIES	2024-25
<u>COUNTIES (6)</u>		
IMPERIAL	33,833	7,939
LOS ANGELES	997,999	165,934
ORANGE	132,114	42,333
RIVERSIDE	401,693	77,701
SAN BERNARDINO	297,482	64,029
VENTURA	92,063	22,078
SUB-TOTAL	1,955,184	380,014

<u>CITIES (191)</u>		
ADELANTO	36,656	5,309
AGOURA HILLS	19,770	2,844
ALHAMBRA	81,303	11,167
ALISO VIEJO	50,766	7,160
ANAHEIM	328,580	43,859
APPLE VALLEY	74,996	10,339
ARCADIA	55,503	7,782
ARTESIA	16,093	2,361
AVALON	3,351	540
AZUSA	49,483	6,992
BALDWIN PARK	70,368	9,732
BANNING	31,250	4,600
BARSTOW	24,918	3,519
BEAUMONT	56,590	7,924
BELL	33,370	4,878
BELLFLOWER	76,924	10,592
BELL GARDENS	38,447	5,544
BEVERLY HILLS	31,658	4,653
BIG BEAR LAKE	4,914	745
BLYTHE	17,265	2,515
BRADBURY	889	217
BRAWLEY	27,539	4,113
BREA	48,184	6,822
BUENA PARK	83,517	11,457
BURBANK	104,535	14,465
CALABASAS	22,808	3,242

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2024-25

#### As of February 1, 2024

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2024-25
CALEXICO	38,697	5,577
CALIMESA	10,962	1,688
CALIPATRIA	5,975	884
CAMARILLO	69,309	9,593
CANYON LAKE	10,949	1,686
CARSON	92,186	12,594
CATHEDRAL CITY	51,433	7,248
CERRITOS	47,887	6,783
CHINO	93,137	12,719
CHINO HILLS	77,058	10,610
CLAREMONT	36,759	5,323
COACHELLA	42,462	6,071
COLTON	53,154	7,474
COMMERCE	12,036	1,829
COMPTON	93,719	12,796
CORONA	157,005	21,349
COSTA MESA	111,183	15,337
COVINA	50,350	7,106
CUDAHY	22,270	3,172
CULVER CITY	39,682	5,706
CYPRESS	49,818	7,036
DANA POINT	33,155	4,850
DESERT HOT SPRINGS	32,608	4,778
DIAMOND BAR	53,381	7,503
DOWNEY	111,261	15,347
DUARTE	22,796	3,241
EASTVALE	69,514	9,620
EL CENTRO	44,445	6,331
EL MONTE	106,377	14,706
EL SEGUNDO	16,928	2,471
FILLMORE	16,899	2,467
FONTANA	213,851	28,807
FOUNTAIN VALLEY	56,987	7,977
FULLERTON	142,873	19,494
GARDEN GROVE	171,183	23,209
GARDENA	59,809	8,347
GLENDALE	191,284	25,846
GLENDORA	51,159	7,212
GRAND TERRACE	12,814	1,931
HAWAIIAN GARDENS	13,546	2,027

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2024-25

As of February 1, 2024

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2024-25
HAWTHORNE	85,702	11,744
HEMET	89,918	12,297
HERMOSA BEACH	19,018	2,745
HESPERIA	100,041	13,875
HIDDEN HILLS	1,731	327
HIGHLAND	55,984	7,845
HOLTVILLE	5,502	822
HUNTINGTON BEACH	195,714	26,427
HUNTINGTON PARK	53,281	7,490
IMPERIAL	21,496	3,070
INDIAN WELLS	4,774	726
INDIO	90,837	12,418
INDUSTRY	427	156
INGLEWOOD	106,248	14,689
IRVINE	303,051	40,509
IRWINDALE	1,483	295
JURUPA VALLEY	104,983	14,523
LA CANADA FLINTRIDGE	19,930	2,865
LA HABRA	61,835	8,613
LA HABRA HEIGHTS	5,505	822
LA MIRADA	47,899	6,784
LA PALMA	15,332	2,262
LA PUENTE	37,356	5,401
LA QUINTA	37,979	5,483
LA VERNE	32,056	4,706
LAGUNA BEACH	22,445	3,195
LAGUNA HILLS	30,525	4,505
LAGUNA NIGUEL	64,702	8,989
LAGUNA WOODS	17,450	2,539
LAKE ELSINORE	71,973	9,943
LAKE FOREST	87,127	11,931
LAKESWOOD	80,154	11,016
LANCASTER	173,376	23,496
LAWNSDALE	30,882	4,552
LOMA LINDA	25,228	3,810
LOMITA	20,092	2,886
LONG BEACH	458,222	60,867
LOS ALAMITOS	12,129	1,841
LOS ANGELES	3,766,109	495,351
LYNWOOD	66,228	9,189
MALIBU	10,512	1,629

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2024-25

As of February 1, 2024

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2024-25
	POP CITIES	
MANHATTAN BEACH	34,284	4,998
MAYWOOD	24,546	3,470
MENIFEE	110,034	15,186
MISSION VIEJO	91,846	12,550
MONROVIA	37,539	5,425
MONTCLAIR	37,494	5,419
MONTEBELLO	61,645	8,588
MONTEREY PARK	59,288	8,278
MOORPARK	35,151	5,112
MORENO VALLEY	208,289	28,077
MURRIETA	109,998	15,181
NEEDLES	4,756	724
NEWPORT BEACH	83,411	11,443
NORCO	25,037	3,785
NORWALK	101,153	14,021
OJAI	7,493	1,083
ONTARIO	180,717	24,459
ORANGE	139,063	18,995
OXNARD	197,477	26,658
PALM DESERT	50,615	7,141
PALM SPRINGS	44,092	6,285
PALMDALE	165,917	22,518
PALOS VERDES ESTATES	12,935	1,947
PARAMOUNT	52,178	7,346
PASADENA	136,988	18,722
PERRIS	78,948	10,858
PICO RIVERA	60,975	8,500
PLACENTIA	52,507	7,389
POMONA	149,721	20,393
PORT HUENEME	21,356	3,052
RANCHO CUCAMONGA	173,545	23,519
RANCHO MIRAGE	17,012	2,482
RANCHO PALOS VERDES	41,030	5,883
RANCHO SANTA MARGARITA	47,066	6,675
REDLANDS	71,972	9,942
REDONDO BEACH	68,407	9,475
RIALTO	102,985	14,261
RIVERSIDE	313,676	41,903
ROLLING HILLS	1,669	319
ROLLING HILLS ESTATES	8,446	1,208

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2024-25

#### As of February 1, 2024

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2024-25
ROSEMEAD	50,022	7,063
SAN BERNARDINO	223,230	30,037
SAN BUENAVENTURA	107,341	14,833
SAN CLEMENTE	63,237	8,796
SAN DIMAS	34,079	4,971
SAN FERNANDO	23,487	3,331
SAN GABRIEL	38,466	5,547
SAN JACINTO	54,103	7,598
SAN JUAN CAPISTRANO	35,089	5,104
SAN MARINO	12,206	1,851
SANTA ANA	299,630	40,060
SANTA CLARITA	230,659	31,012
SANTA FE SPRINGS	18,570	2,686
SANTA MONICA	91,720	12,533
SANTA PAULA	31,423	4,623
SEAL BEACH	24,647	3,484
SIERRA MADRE	10,821	1,670
SIGNAL HILL	11,431	1,750
SIMI VALLEY	124,174	17,041
SOUTH EL MONTE	19,461	2,803
SOUTH GATE	92,628	12,652
SOUTH PASADENA	26,273	3,947
STANTON	39,084	5,628
TEMECULA	108,899	15,037
TEMPLE CITY	35,813	5,199
THOUSAND OAKS	122,967	16,883
TORRANCE	143,057	19,519
TUSTIN	79,558	10,938
TWENTYNINE PALMS	25,929	3,902
UPLAND	78,376	10,783
VERNON	205	127
VICTORVILLE	137,193	18,749
VILLA PARK	5,790	860
WALNUT	27,553	4,115
WEST COVINA	107,893	14,905
WEST HOLLYWOOD	34,793	5,065
WESTLAKE VILLAGE	7,919	1,139
WESTMINSTER	90,498	12,373
WESTMORLAND	1,989	361
WILDOMAR	36,336	5,267
WHITTIER	87,291	11,952

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2024-25

#### As of February 1, 2024

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2024-25
YORBA LINDA	67,068	9,299
YUCCA VALLEY	21,635	3,088
YUCAIPA	53,991	7,583
<b>SUB-TOTAL</b>	<b>16,569,609</b>	<b>2,264,183</b>

#### TRIBAL GOVERNMENTS (16)

AGUA CALIENTE BAND OF CAHUILLA INDIANS	27,090	4,054
AUGUSTINE BAND OF CAHUILLA INDIANS	0	150
CABAZON BAND OF MISSION INDIANS	192	125
CAHUILLA BAND OF MISSION INDIANS	229	130
CHEMEHUEVI INDIAN TRIBE	464	161
COLORADO RIVER RESERVATION	1,213	259
FORT MOJAVE INDIAN TRIBE	253	133
FORT YUMA (QUECHAN TRIBE) RESERVATION	1,876	346
MORONGO-MISSION INDIANS	1,243	263
PECHANGA BAND OF LUISENO INDIANS	582	176
RAMONA BAND OF MISSION INDIANS	0	150
SAN MANUEL BAND OF MISSION INDIANS	137	118
SANTA ROSA BAND OF CAHUILLA INDIANS	131	117
SOBOBA BAND OF LUISENO INDIANS	567	174
TORRES MARTINEZ BAND OF CAHUILLA INDIANS	119	116
TWENTY-NINE PALMS BAND OF MISSION INDIANS	0	150
<b>SUB-TOTAL</b>	<b>34,096</b>	<b>6,623</b>

# MEMBERSHIP ASSESSMENT SCHEDULE

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### Proposed Membership Assessment

#### Schedule Fiscal Year 2024-25

#### As of February 1, 2024

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL POP CITIES	2024-25
<u>COMMISSIONS (7)</u>		
SBCTA	2,182,056	25,000
RCTC	2,439,234	25,000
VCTC	825,653	10,000
ICTC	179,476	3,500
Transportation Corridor Agency		10,000
OCTA	3,137,164	25,000
Air Districts		10,000
SUB-TOTAL	8,763,583	108,500
TOTAL MEMBERSHIP AND ASSESSMENTS		2,759,320

# SCAG SALARY SCHEDULE

	Classification	Ranges						Time Base
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	
			Hourly		Hourly		Hourly	
1	Accountant	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
2	Administrative Assistant	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
3	Application Developer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
4	Applications Administration Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
5	Applications Analyst Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
6	Applications Administrator	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
7	Assistant Modeler	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
8	Assistant Regional Planner	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
9	Associate Modeler	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
10	Associate Regional Planner	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
11	Audio/Video Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
12	Benefits Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
13	Budget and Grants Analyst	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
14	Chief Counsel	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
15	Chief Financial Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
16	Chief Government and Public Affairs Officer	\$201,063.48	\$96.67	\$245,297.44	\$117.93	\$289,531.41	\$139.20	Monthly
17	Chief Human Resources Officer	\$201,063.48	\$96.67	\$245,297.44	\$117.93	\$289,531.41	\$139.20	Monthly
18	Chief Information Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
19	Chief Operating Officer	\$261,221.67	\$125.59	\$318,690.44	\$153.22	\$376,159.21	\$180.85	Monthly
20	Chief Planning Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
21	Chief Strategy Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
22	Clerk of the Board	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
23	Communications Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
24	Community Engagement Specialist	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
25	Contracts Administrator	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
26	Creative Designer	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
27	Database Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
28	Department Manager	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
29	Deputy Clerk of the Board	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
30	Deputy Director (Division)	\$173,330.58	\$83.33	\$211,463.31	\$101.67	\$249,596.04	\$120.00	Monthly
31	Deputy Legal Counsel	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
31	Deputy Legal Counsel *applies to employees hired before 12/31/2022	\$122,304.00	\$58.80	\$140,670.40	\$67.63	\$159,036.80	\$76.46	Monthly
32	Executive Assistant	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
33	Executive Director ^	flat	---	flat	---	\$382,000.00	---	Monthly
34	Facilities Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
35	Finance Associate	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Monthly
36	GIS Application Developer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
37	GIS Applications Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
38	GIS Database Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
39	Government Affairs Officer	\$76,794.60	\$36.92	\$90,233.65	\$43.38	\$103,672.71	\$49.84	Monthly
40	Human Resources Analyst I	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
41	Human Resources Analyst II	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
42	Internal Auditor	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
43	IT PMO Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
44	IT Project Manager	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
45	IT Projects Assistant	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Hourly
46	Lead IT Help Desk	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
47	Lead Projects Manager	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
48	Lead Systems Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
49	Legislative Affairs Analyst	\$76,794.60	\$36.92	\$90,233.65	\$43.38	\$103,672.71	\$49.84	Monthly
50	Management Analyst	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
51	Modeling Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
52	Office Assistant	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly



# SCAG SALARY SCHEDULE

	Classification	Ranges						Time Base
		Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly	
53	Office Services Specialist	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly
54	Payroll Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
55	Planning Administration Officer	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
56	Planning Supervisor	\$120,119.61	\$57.75	\$141,140.54	\$67.86	\$162,161.47	\$77.96	Monthly
57	Principal Accountant	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
58	Principal Budget and Grants Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
59	Principal Contracts Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
60	Principal Human Resources Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
61	Principal Management Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
62	Principal Modeler	\$120,119.61	\$57.75	\$141,140.54	\$67.86	\$162,161.47	\$77.96	Monthly
63	Principal Planner	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
64	Public Affairs Specialist	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
65	Senior Accountant	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
66	Senior Administrative Assistant	\$64,399.93	\$30.96	\$75,669.92	\$36.38	\$86,939.91	\$41.80	Hourly
67	Senior Applications Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
68	Senior Application Developer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
69	Senior Audio/Visual Technician	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
70	Senior Budget & Grants Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
71	Senior Contracts Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
72	Senior Creative Designer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
73	Senior Database Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
74	Senior Deputy Legal Counsel	\$173,330.58	\$83.33	\$211,463.31	\$101.67	\$249,596.04	\$120.00	Monthly
75	Senior Economist	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
76	Senior GIS Application Developer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
77	Senior GIS Database Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
78	Senior Government Affairs Officer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
79	Senior Human Resources Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
80	Senior IT Quality Assurance Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
80	Senior IT Quality Assurance Analyst *applies to employees hired before 12/31/2022	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
81	Senior Legislative Affairs Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
82	Senior Management Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
83	Senior Modeler	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
84	Senior Network Engineer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
85	Senior Office Services Specialist	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Monthly
86	Senior Public Affairs Specialist	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
87	Senior Regional Planner	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
88	Senior Systems Engineer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
89	Solutions Architect	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
90	Special Events Producer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
91	Web/Content Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly

**FY 2024-25 Draft Comprehensive Budget  
List of Personnel Changes**

No.	Division	Proposed Position	FTE	Work-Time (WT) Budget*	Allocated Fringe Benefits (FB)*	Total (WT+FB)	Estimated FY25 Draft Budget Impact
<b>New Limited Term (n=1)</b>							
1	IT	Audio/Visual Technician - Limited Term	1	61,204	39,804	101,009	101,009
<b>Limited-Term to Permanent Position Conversion (n=1)</b>							
1	Finance	Accountant	1	90,325	58,743	149,067	-
<b>Removed Positions (n=3)</b>							
1	Planning	Management Analyst - Limited Term	(1)	(98,634)	(64,147)	(162,782)	(162,782)
2	Planning	Associate Regional Planner	(1)	(90,325)	(58,743)	(149,067)	(149,067)
3	Executive Office	Chief Strategy Officer	(1)	(260,835)	(169,635)	(430,470)	(430,470)
<b>Position Upgrade (n=1)</b>							
1	HR	Department Manager	1	49,404	33,142	82,546	82,546
						<b>Total</b>	<b>(558,764)</b>

\*Work-Time budget based on mid or max rate of the position; the fiscal impact for the Department Manager upgrade was estimated based on the difference between mid rate of Department Manager and that of Principal HR Analyst. The fringe benefits rate was based on the estimated rate at the time of the budget request. The actual impact will be determined based on the result of internal recruitment. If any funding adjustment is required, it will be addressed through the future budget amendment of FY25.



NO. 662  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL  
MINUTES OF THE REGULAR MEETING  
THURSDAY, FEBRUARY 1, 2024

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

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

**Members Present**

<b>Hon. Art Brown, President</b>	<b><i>Buena Park</i></b>	<b>District 21</b>
<b>Supervisor Curt Hagman, 1st Vice President</b>		<b>San Bernardino County</b>
<b>Hon. Jan Harnik, Imm. Past President</b>		<b>RCTC</b>
Supervisor Luis Plancarte		Imperial County
Supervisor Hilda Solis		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Hon. Maria Nava-Froelich		ICTC
Hon. Ashleigh Aitken		OCTA
Hon. Trish Kelley		TCA
Hon. Mike T. Judge		VCTC
Hon. Gil Rebollar	<b><i>Brawley</i></b>	District 1
Hon. Kathleen Kelly	<b><i>Palm Desert</i></b>	District 2
Hon. Linda Krupa	<b><i>Hemet</i></b>	District 3
Hon. Clint Lorimore	<b><i>Eastvale</i></b>	District 4
Hon. Zak Schwank	<b><i>Temecula</i></b>	District 5
Hon. Frank Navarro	<b><i>Colton</i></b>	District 6
Hon. Deborah Robertson	<b><i>Rialto</i></b>	District 8
Hon. L. Dennis Michael	<b><i>Rancho Cucamonga</i></b>	District 9
Hon. Ray Marquez	<b><i>Chino Hills</i></b>	District 10
Hon. John Gabbard	<b><i>Dana Point</i></b>	District 12
Hon. Wendy Bucknum	<b><i>Mission Viejo</i></b>	District 13



Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Carlos Leon	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Larry McCallon		Air District Representative
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Ms. Lucy Dunn		Business Representative

**Members Not Present**  
**Hon. Cindy Allen, 2<sup>nd</sup> Vice President**

**Members Not Present**  
***Long Beach***

**Members Not Present**  
**District 30**



Supervisor Kathryn Barger		Los Angeles County
Supervisor Vianey Lopez		Ventura County
Hon. Alan Wapner		SBCTA
Hon. Damon L. Alexander	<i>San Bernardino</i>	District 7
Hon. Rick Denison	<i>Yucca Valley</i>	District 11
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

**Staff Present**

- Darin Chidsey, Chief Operating Officer
- Cindy Giraldo, Chief Financial Officer
- Sarah Jepson, Chief Planning Officer
- Javiera Cartagena, Chief Government and Public Affairs Officer
- Carmen Flores, Chief Human Resources Officer
- Julie Shroyer, Chief Information Officer
- Ruben Duran, Board Counsel
- Jeffery Elder, Chief Counsel
- Maggie Aguilar, Clerk of the Board
- Cecilia Pulido, Deputy Clerk of the Board

---

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

President Brown called the meeting to order at 12:06 p.m. and asked Regional Council Member Larry McCallon, Air District Representative, to lead the Pledge of Allegiance.

He also reminded the members that if a member of this body was attending remotely but not at a location specified on the agenda, they could observe but not participate in any discussion or voting of this body.

### **PUBLIC COMMENT PERIOD**

President Brown 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).

There were no public comments for items not listed on the agenda.

Ruben Duran, Board Counsel, acknowledged that public comments [for Item No. 2] were received by the 5:00 p.m. deadline and transmitted to members.

Seeing no additional public comment speakers for items not listed on the agenda, President Brown closed the Public Comment Period.

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

There were no requests to prioritize agenda items.

### **INFORMATION ITEM**

#### 1. Governor's Budget Update: Regional Early Action Planning Grant 2021 (REAP 2.0)

Darin Chidsey, Chief Operating Officer, provided a report on the Governor's proposed budget which was released on January 10. He shared that the Governor's budget was proposing \$1.2 billion dollars in cuts and that \$300 million dollars of those were particularly for the REAP program. Under the REAP program, SCAG has been able to support housing production throughout the region. He explained that SCAG had received the monies about a year ago and had developed an extremely comprehensive program in a very short amount of time, which had recently allowed them to award 118 grants throughout the region. He expressed the current situation provided some uncertainty on the REAP program over the next several months as the budget moved its way through the legislative process. He further explained SCAG was putting together a strong advocacy effort,

understanding that the legislature, as well as the Governor, had made a strong commitment to housing. He also indicated HCD had informed SCAG that if the Governor's proposed budget moved forward, the allocation would be cut in half to approximately \$123 million, which was not the appropriate step moving forward. He also shared that given the uncertainty they had to pause the suballocation programs. He noted staff had been diligently reaching out to each of the agencies to issue stop orders on any memorandums of understanding or by informing a grantee that there would be a delay before moving forward. Lastly, he shared they would be posting a toolkit on how members could assist with the advocacy efforts.

Regional Council Member Hilda Solis, Los Angeles County, thanked staff for the presentation and for the steps they had taken knowing that the cuts were pending. She expressed she would do her part on the Board of Supervisors to see if they could collectively get their board to send a letter to the Governor's office. She emphasized that the funding that REAP 2.0 provided was essential, especially when they were talking about the priorities of the Governor, the Board of Supervisors in LA County, and around the Southern California region regarding housing and homelessness. She shared that in the first district, which she represents, they were looking at a potential loss of \$5 million dollars to the San Gabriel Valley Regional Housing Trust fund which had helped them incentivize their small cities who could not undertake a lot of these developments for interim and permanent housing. She indicated it was a major impact to the San Gabriel Valley, which overlapped three of the supervisorial districts. She urged SCAG staff to take a look at what other funding might be made available and if they could develop a plan to identify potential alternative fundings to help restart the contracting and funding of the projects that were mentioned and are underway. Specifically, she noted if they could look at the federal formula allocations for the Surface Transportation Block Grant (STBG), the Congestion, Mitigation and Air Quality Improvement (CMAQ) and the state Carbon Reduction Program (CRP). She expressed that SCAG should prioritize using these funds to backfill the REAP 2.0 funded programs as she did not think they should have to wait five to six months while the legislature or Governor negotiated the budget. She indicated they should be looking at how they can reduce and eliminate any risk to any of these particular projects that they know will have a tremendous impact in their region.

Staff indicated they were exploring all options where these projects might be funded via other sources and noted that the ones she mentioned may be a good idea since it was transportation funding, so long as there was a nexus with the projects.

Regional Council Member Rocky Rhodes, Simi Valley, District 46, shared that at the CEHD meeting there was discussion about having a single letter signed by all the Regional Council members as he thought it would have greater impact.

Regional Council Member Margaret Clark, Rosemead, District 32, agreed with Supervisor Solis and shared she was surprised that they had been pushing for housing and homelessness for years and

had been trying to take away their local control of this and were now going to take away the funding that they have for their housing trust.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, appreciated the comments by her colleagues and stated she supported writing a letter and agreed with the housing comments. She also asked to share with the Regional Council the short-term plans for implementation on staffing assignments and what the full extent of SCAG's reduction was in regard to their team members because of this funding reduction.

Staff explained they were pausing all of the subregional allocation programs and that there was still some work that needed to be done. Staff further explained they did have staff on board that would continue to charge some time to the REAP program and that overall, the number was about 20 full time equivalents of which most were limited term only and about two and a half were full time equivalents from their regular staff. Staff also noted they had several vacancies and that one of the things they were also doing was reviewing those vacancies and shifting assignments of staff that had been working on REAP programs to other ongoing funding sources or projects that need additional assistance to help fill in the gaps. Staff indicated they were going to do their best to minimize any expenditure of the REAP 2.0 resources while waiting for final program allocation numbers.

Regional Council Member Karen Spiegel, Riverside County, indicated she liked the idea of trying to find other sources and thought it was critical to have a plan in case it did not get reinstated. She indicated they should start looking at the projects and the criteria for how they are going to mitigate this loss because it was going to be a challenge.

Staff explained the first goal was to get the funding restored but that they were preparing some options they would come back with to the Regional Council to get feedback and direction on.

### **ACTION ITEMS**

***Action Items 2 and the Consent Calendar were acted upon together. The roll call vote is reflected below.***

#### **2. Recommended Data Standards for SoCal Greenprint**

President Brown opened the Public Comment Period for Action Item 1.

The following public comments speakers provided comments in support of Item No. 2.

- Pam O'Conner, former SCAG President
- Carlos Rodriguez, Building Industry Association of Southern California



- Helen Higgins, Friends of Coyote Hills
- Claire Schlotterbeck, Hills for Everyone
- Elizabeth Wallace, California Native Plant Society Orange County Chapter
- Chris Wilson, Los Angeles County Business Federation
- Jack Eidt, SoCal 350 Climate Action Group
- Nayiri Baghdassarian, San Gabriel Valley Economic Partnership
- Gloria Sefton, Friends of Harbors, Beaches and Parks
- Roxy Rivas, Pacoima Beautiful
- Richard Lambros, Southern California Leadership Council
- Dan Silver, Endangered Habitats League
- Melanie Schlotterbeck, representing community-based equity, nonprofit and social justice groups, and housing and infill nonprofits

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

Ryan Wolfe, Sustainable and Resilient Development Manager, provided an overview of the SoCal Greenprint and the Regional Advanced Mitigation Planning (RAMP). His presentation included information on what is SoCal Greenprint, a tool of publicly available data to help cities, counties, and transportation agencies make land use and transportation decisions, and conserve natural and farm lands, as well as a tool to support RAMP. He also provided information on RAMP which was a process for expediting project delivery by planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale. He also shared that RAMP has its own RAMP initiative to help establish, supplement, or complement regional conservation and mitigation banks, and other approaches. He noted that it was an entirely voluntary effort that was required by the Connect SoCal 2020 PEIR mitigation measures. He also reported that the RAMP Policy Framework directed SCAG to establish the Greenprint Technical Advisory Committee (GTAC), to bring together a variety of stakeholders from throughout the region to go ahead and discuss the data standards and to advance forward a shared vision for them. He noted that the GTAC was composed of elected officials from throughout the region, staff from various agencies, and environmental and business stakeholders. He also shared that the GTAC really built on the RAMP Policy Framework recommendations, which mirrored the recommended data standards, included that data must be publicly available, that there needed to be a strong partnership with government agencies, and that it was for informational purposes only. He also indicated that they had three GTAC meetings and provided information on all three meetings.

Joerg Tonndorf, ARUP, provided an overview of the recommended data standards and briefly went over the key objectives for the data standards which were 1) to ensure alignment with the RAMP Policy Framework; 2) build on RAMP-ATG Recommendations and Greenprint TAC feedback; 3) ensure Greenprint meets/surpasses other relevant web mapping application standards; 4) establish a consistent and transparent approach to data, evaluation, selection and updates; and 5) clearly

---

communicate the purpose of Greenprint data and its limitations. He also provided a brief overview of how data standards were grouped into topic areas ranging from how to evaluate the data (A1-A6), how to communicate the purpose of the data (A7-A8 and B1-B2), tool accessibility (C1), the process for maintaining and updating the data (D1-D5), and how to present the data (E1-E2).

Mr. Wolfe noted that under Standard A4 in the staff report on packet page 19, the language was listed correctly and that in the presentation that went out with it as Attachment "A" there was a slight deviation in terms of the language. He indicated that the PowerPoint slide before them reflected the correct language with the crossed-out language compared to what was in the packet.

Regional Council Member Hagman, San Bernardino County, acknowledged staff, all the participants and the leadership for coming together to create good policy. He informed the President that he would be happy to move [the item for approval] it when appropriate.

Regional Council Member McCallon stated he agreed with Regional Council Member Hagman and emphasized that one of SCAG's goals was to be a convener of stakeholders to collaborate on issues that affect the region. He indicated that this was a good example of what they can achieve when they talk to each other rather than talking past each other. He suggested that they take this item along with the Consent Calendar and indicated he would second the motion made by Regional Council Member Hagman.

Regional Council Member Hagman consented adding the Consent Calendar to his motion.

Regional Council Member Spiegel indicated that it was an interesting time when it was so divisive in the room and thought they should learn from it. She indicated that when they make policy recommendations it should be open and transparent.

Regional Council Member Lauren Meister, West Hollywood, District 41, asked if this was what had been approved at the Energy and Environment Committee (EEC). Staff acknowledged that it was. She also expressed that she thought the disclaimer seemed a little bit on the side of overkill but strongly supported SCAG's development of the SoCal Greenprint. She indicated that they needed to remember that nature was also critical infrastructure and extreme heat, pollution, disappearing tree canopy and green space also hits their lower income communities hardest. She indicated that just like there must be housing equity, there must also be climate equity. She thanked the efforts of the GTAC and staff, and expressed she was proud to be a member of the EEC, which was unanimous in its support of this item. She noted that the SoCal Greenprint would promote transparency and inform decision making, as well as be a valuable tool for local jurisdictions.

Board Council Duran read into the record the corrected language on Standard A4 which was approved by the EEC on January 4 as follows: data input shall be created, sponsored, or used by regulatory agencies, state and or federal agencies.

Regional Council Member Frank Navarro, Colton, District 6, indicated he was in support of the Greenprint and was glad to see it come to fruition. He indicated that it was an excellent tool for the collaboration, the transparency, and the working together for their region. He indicated that they couldn't work alone and had to work together. He thanked staff.

Board Council Duran noted they had a motion by Regional Council Member Hagman and second by Regional Council Member McCallon to combine the Consent Calendar with agenda Item 2.

### **CONSENT CALENDAR**

There were no public comments on the Consent Calendar.

#### Approval Items

3. Minutes of the Meeting – January 4, 2024
4. AB 761 (Friedman) – Enhanced Infrastructure Financing Districts in Los Angeles County
5. Contracts \$500,000 or Greater: Contract No. 24-010-C01, SCAG's Regional Household Travel Study
6. 2024 Draft Regional Transportation Safety Targets

#### Receive and File

7. February 2024 State and Federal Legislative Update
8. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold
9. CFO Monthly Report

A MOTION was made (Hagman) on **Item No. 2**: that the Regional Council adopt the SoCal Greenprint Recommended Data Standards and update the SCAG Regional Advance Mitigation Program Policy Framework (RAMP Policy Framework); and **Consent Calendar**: Items 3 through 6; and Receive and File Items 7 and 9. Motion was SECONDED (McCallon) and passed by the following roll call votes:

---

**AYES:** Aitken, Becerra, Boyer, Boyles, Brown, Bucknum, Clark, Crosswhite, Dumitru, Eich, Finlay, Frometa, Gabbard, Gazeley, Goodman, Hagman, Harnik, Henderson, Judge, J. Kalmick, Kelley, Kelly, Kim, Kleiman, Krupa, Leon, Lock Dawson, Lorimore, Mann, Manos, Marquez, Masiel, McCallon, McKeon, Meister, Michael, Nava-Froelich, Navarro, Ortiz, Plancarte, Rebollar, Rhodes, Robertson, C. Rodriguez, Saleh, Schwank, Shapiro, Simonoff, Solache, Spiegel, Tye, Wood and Yokoyama (53)

**NOES:** None (0)

**ABSTAIN:** None (0)

Mr. Chidsey expressed appreciation and thanked staff, the stakeholders, and the Regional Council for their work on this item which he thought would provide a lot of value and benefits to the region.

#### **INFORMATION ITEM**

##### 10. Presidential Priorities Panel: Transit/Rail Recovery

Mr. Chidsey introduced the panelist who provided brief remarks.

David Aguirre, Executive Director for the Imperial County Transportation Commission, shared that their agency was represented by seven cities within Imperial County, in addition to the County of Imperial and the Imperial Irrigation District. He noted that ICTC was a Regional Transportation Planning Agency, a County Transportation Commission, and public transit agency, in addition the administrator of the Imperial Valley Resource Management Agency. He explained that they provided a number of public transit services to the residents of Imperial County which included fixed route, ADA paratransit services, intra city dialer rides, non-emergency medical transportation, in addition to a newly installed service of micro transit in the city of Calexico. He shared that they transport somewhere in the ballpark of about 100,000 people a month and that they receive quite a bit of an influx of passengers coming from Mexico because they share a border with Mexico.

Darren Kettle, Chief Executive Officer for Metrolink, shared he was a lifelong resident of Southern California and a regular user of the train to get from Camarillo to Los Angeles. He noted that prior to the pandemic he would take the train four to five days a week which was now three days a week. He explained that the notion of classic commuter was very different than what it was in the mid-nineties which had fundamentally changed their system. He further explained that they use to get about 40,000 daily boardings at Metrolink prior to the pandemic and now after some service adjustments and different fare products and programs to encourage ridership they were at about 20,000 daily boarding, a 50 percent reduction from where ridership had been. He expressed that if

they didn't change their business model to reflect that they can't just be about commuters, which is what their history has been for 30 years, they weren't going to be sustainable. He shared that they have been having conversations about moving away from the commuter railroad to a regional passenger railroad serving all of Southern California. He noted they were a 545-mile system of six counties, 67 stations and the third largest regional passenger rail system in the country. He expressed he hoped that over the course of the next several years and with some new ideas that they are putting out over the course of the next year, that they can really capitalize and become Southern California's true regional passenger railroad.

Michael Pimentel, Executive Director for the California Transit Association (CTA), explained that they are a statewide nonprofit trade organization that represents California's transit industry and that their charter was broad and included member education on topics of importance to California transit agencies. He noted that their main focus was advocacy. He also shared that the work they did every day was making sure that their transit systems and rail systems had funding sources so that they can continue to deliver services, build major capital projects and to make sure that they have the statutory and regulatory support to be able to provide enhanced services to their communities. He also noted that their agency included 220 member organizations from transit and rail agencies, ferry operators, parts and manufacturers, RTPAs and MPOs. He explained that the work that they had been doing over the past few years was focused on pandemic response and recovery and that at the height of the pandemic they ended up doing a lot of work to provide funding directly to the agencies by requesting Federal emergency relief for the California transit agencies that ultimately delivered \$10 billion dollars and support over three relief packages. He also shared that last year they led additional advocacy efforts at the State level to make sure that there were resources to deal with what they saw as a pending and really looming fiscal cliff for agencies statewide which ultimately delivered \$5.1 billion dollars in added resources for the agencies to be used for capital projects and for operations. He further explained that as they had made the push on funding at the Federal and State level, they were always clear internally and with outside stakeholders that this funding needed to be a bridge to long term reforms, long term support for agencies in being able to provide services that would welcome riders back and to lead them to a position of fiscal solvency and operational viability over the mid to long term. He noted that much of the work that they had been doing had been focused around four main things like improving the speed and reliability of transit service, expediting transit project delivery, expanding access to their transit services, and addressing rider safety. He also noted that a lot of the work that they had done had been around transit prioritization and providing relief to agencies with regards to environmental regulations and permitting to make sure that they can deliver these projects in fast and efficient manner.

Seleta Reynolds, Chief Innovation Officer for LA Metro, shared that prior to being at Metro she was the General Manager at the Los Angeles Department of Transportation (LADOT) for eight years. She noted that LADOT has the largest municipal transit service in in Los Angeles County. She

---

expressed that it had been exciting to transition over to LA Metro. She shared her insights on LA Metro's strategy to rebuild ridership, which includes safety measures, cleanliness initiatives, and adjustments to service. She mentioned the launch of the largest transit ambassador program in the country for the purpose of providing reassurance to people that there is somebody there who is looking out for them, as well as the expansion of the Transit Security Officer program which the LA Metro Board is considering bringing in-house. She also mentioned the potential of projects like the mobility wallet which is part of a larger pilot called universal basic mobility and is focusing on addressing transportation inequalities and improving access to opportunities. She also highlighted that they had partnerships with universities to do some research on the effectiveness of these programs.

Mr. Chidsey asked the panelist 1) what kind of coordination needed to happen between all the different agencies, so that people traveling from point A to point B understand the options available to them; and 2) how the different systems, both public and private, are working together.

The panel engaged in discussion which revolved around the challenges and opportunities in improving public transportation in the region. The conversation highlighted the need for coordination among different agencies to provide seamless options for travelers. The role of technology, such as mobile apps and open-loop fare payment systems, was also discussed. The discussion was also focused on the need for further collaboration and integration to enhance the transportation system.

Mr. Chidsey indicated that funding was a critical issue for the future of transit and asked the panelist to talk about funding priorities for each their agencies and what their main hope was for policy change that comes out of this Transit Transportation Task Force to help move the State.

The discussion revolved around the future of transit in California, with a focus on funding issues and policy changes. The participants emphasized the need for adequate resources to transition from a commuter rail model to a regional passenger rail model. They also highlighted the importance of addressing workforce challenges, particularly the issue of operator assault and battery. Additionally, they discussed the need to redefine public transit to serve the diverse needs of the state and ensure adequate representation for Southern California in decision-making bodies.

Regional Council Member Lucy Dunn, Business Representative, shared she was a speaker at a congregation and indicated that when attendees were asked why they didn't ride transportation, they brought up the issues of safety, homelessness, security, and cleanliness. She encouraged the panelist to include talking points up front about the challenges for why people are not using public transportation. She asked if there was any way to get some high-speed rail money into the current system since high-speed rail was taking so long. She also asked that as part of the Presidential Priorities that SCAG include comments made regarding safety, homelessness, security, and

---

---

cleanliness as things they will look at to make transit more viable for the Southern California population.

Mr. Pimentel highlighted that on the safety and security front they had been working to address this at the statewide level and that over the past few years, they had been working in partnership with a group of advocacy organizations who had been furthering the call within the State capital and the need for them to address the safety of women, people of color and people from the LGBTQIA community as they ride their public transit systems. He shared that one of the things they were finding, as this group moves forward with campaigns, was that ridership levels had increased. He also noted that that they had been working with those advocacy organizations to move two bills through the State Legislature, both of which were signed by Governor Newsom. He also shared that they had been working on the issue of homelessness on public transit. He explained that for the last three fiscal years they had been asking for the State of California to provide transit agencies with direct access to homelessness funding and had been denied the request. He indicated that one of the things that they were happy to support was to move legislation forward that would compel counties in directing their resources toward homelessness, to at least have some interaction with the transit agencies to understand what their needs are.

Regional Council Member Dennis Michael, Rancho Cucamonga, District 9, asked if there had been any dialogue between Brightline West, Metrolink and other transit providers to talk about the increase of ridership, frequency of trains, and a seamless transfer for passengers.

Mr. Kettle expressed that there was a huge amount of enthusiasm at Metrolink for Brightline West coming to Southern California. He shared that they had an MOU with Brightline West, met regularly with their president, were looking at integrated ticketing and had started working on schedules that would allow half hour frequencies on the Metrolink line, on the San Bernardino line, all the way through to Ranch Cucamonga, and actually as far as San Bernardino by the time Brightline West comes online in 2028. He indicated that the idea was to have their Metrolink tracks on a ground level, and then they would be able to go up one flight of stairs or an escalator to Brightline West's lobby and jump on the high-speed train there. He expressed that they saw this as a tremendous opportunity.

Regional Council Member Jan Harnik, RCTC, brought up the issue of unfunded mandates and their goals for the environment and asked if there was some way to address Sacramento and ask for some strategic, clear, and accurate communication that helps people understand that this isn't just about electrification and that it was about efficient land use and protecting their environment. She inquired about where they can get a coordinated effort for strategic and accurate communication.

Mr. Kettle expressed that he thought this was one of the roles SCAG could take on as a convener and a facilitator of these conversations and indicated it was an opportunity in the room as the Connect SoCal plan was a tremendous vehicle to make this happen.

Ms. Reynolds also noted that there were several reports that came out from the AQMD and other air quality management districts that were very clear and indicated that even if they do achieve all of their electrification goals, they wouldn't get there with climate unless people drove less. She expressed that their challenge was getting people to see the benefits.

Mr. Pimental expressed that he thought there was going to be tremendous value in the years ahead for regions and local elected to speak to their legislators, the Governor's administration and to the California Air Resources Board on the need for them to rebalance this conversation toward mode shift and less on electrification.

Lastly, Mr. Chidsey asked the panelist what gave them optimism about the future of transit.

Mr. Aguirre shared that it was the collective power they have as a region to be able to make change.

Mr. Kettle shared that it was the next generation, the young people that gave him optimism about the future of transit.

Mr. Pimental pointed to the breath and scope of the new state Transit Transformation Task Force.

Ms. Reynolds shared it was the opportunity to give people a great experience using multiple forms of transit and the ability to come together as a region.

### **BUSINESS REPORT**

Lucy Dunn, Business Representative, indicated that in the interest of time she would forgo her report. She shared that the US Chamber, California Chamber, American Farm Bureau, and BizFed LA had just filed a lawsuit against the California Air Resources Board (CARB) challenging the State's climate accountability package which would require companies to disclose direct and indirect admissions to CARB.

### **PRESIDENT'S REPORT**

President Brown welcomed returning Regional Council Member Ashleigh Aitken, OCTA representative. He also announced the call for 2024-2025 SCAG Board Officers and noted that



applications were being accepted through February 15, 2024 by 5:00 p.m. He explained that after review of the applications, the Nomination Committee would forward its recommendations to the Regional Council for consideration at the April 4, 2024, meeting and that the slate of SCAG Officers elected by the Regional Council would be presented at the General Assembly meeting scheduled for May 2, at the JW Marriott Desert Springs Resort and Spa in Palm Desert. He also reported that he had made appointments to several committees which were as follows:

#### Bylaws and Resolution Committee

Hon. Cindy Allen, Chair (Long Beach/Los Angeles County); Hon. Frank Yokoyama (Cerritos/Los Angeles County); Hon. Gil Rebolgar (Brawley/Imperial County); Sup. Luis Plancarte (Imperial County); Hon. Art Brown (Buena Park/Orange County); Hon. Marty Simonoff (Brea/Orange County); Hon. Jan C. Harnik (RCTC/Riverside County); Hon. Maricela Nava (Perris/Riverside County); Hon. Damon L. Alexander (City of San Bernardino/San Bernardino County); Sup. Curt Hagman (San Bernardino County); Hon. Jenny Crosswhite (Santa Paula/Ventura County); and Hon. Rocky Rhodes (Simi Valley/Ventura County).

#### Nomination Committee

Hon. Jan C. Harnik, Chair (RCTC/Riverside County); Sup. Luis Plancarte (Imperial County); Hon. Ali Saleh (Bell/Los Angeles County); Hon. Jose Luis Solache (Lynwood/Los Angeles County); Hon. Marshall Goodman (La Palma/Orange County); Hon. Larry McCallon (Air District Representative/San Bernardino County); and Sup. Vianey Lopez (Ventura County).

#### Scholarship Committee

Hon. Ray Marquez, Chair (Chino Hills/ San Bernardino); Sup. Luis Plancarte (Imperial County); Hon. Margaret Finlay (Duarte/Los Angeles County); Hon. Keith Eich (La Canada Flintridge/Los Angeles County); Hon. David J. Shapiro (Calabasas/Los Angeles County); Hon. Valerie Amezcuca (Santa Ana/Orange County); Hon. Jan C. Harnik (RCTC/Riverside County); Hon. Kathleen Kelly (Palm Desert/Riverside County); Hon. Steve Manos (Lake Elsinore/Riverside County); Sup. Vianey Lopez (Ventura County); and Hon. Andrew Masiel (Tribal Representation).

President Brown also reported that he led a SCAG delegation for a tour in Long Beach on January 19 and he thanked Vice Mayor Allen and Councilmember Saro for hosting them in their city. He shared that SCAG members Marshall Goodman, Frank Yokoyama, Margaret Clark, and Dan Kalmick also joined the tour where they learned about the current state of goods movement as they toured the Alameda Corridor, the nation's largest trade gateway. He also noted that they toured award-winning affordable housing projects that would benefit low-income seniors, formerly unhoused veterans, and families. He thanked the guides from the Long Beach Housing Community Development Department. He also reported that that the Inland Empire Economic Partnership recently recognized SCAG with the "2023 Public Agency Award." He indicated that Executive Director Kome Ajise accepted the award at the Inland Empire Economic Partnership's 2023 Annual

Dinner and Awards Reception and that Chief Operating Officer Darin Chidsey, Regional Council Member Karen Spiegel and Policy Committee members Thomas Wong and Aquanetta Warren were also in attendance to celebrate this recognition. He also reported that there would not be individual Policy Committees in March and instead there would be a Joint meeting of the Policy Committees. He reminded the members that the next meeting of the Regional Council was scheduled for Thursday, March 7, 2024, at 12:00 p.m. He also thanked Deborah Robertson who invited him to a dinner held by the California Black Chamber of Commerce for California Transportation Secretary Toks Omishakin, who is a great supporter of hydrogen fuel and bicycles.

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

Darin Chidsey, Chief Operating Officer, indicated that in the interest of time they would email the Executive Director's report. He reminded members that the Joint Policy Committee (JPC) scheduled for next month would be to hear comments on Connect SoCal and would also be an opportunity to hear the feedback they had received from the community and stakeholders. He indicated that the JPC would act on it and forward it to the Regional Council for consideration in April.

### **FUTURE AGENDA ITEMS**

There were no future agenda items.

### **ANNOUNCEMENTS**

Regional Council Member Patricia Lock Dawson, Riverside, District 68, announced that the cities of Riverside and Rialto would be co-hosting an introductory workshop on the fundamentals of Public-Private Partnerships on Thursday, February 8, 2024. She informed members to contact SCAG staff if they were interested in attending.

### **ADJOURNMENT**

There being no further business, President Brown adjourned the meeting of the Regional Council at 2:08 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

//

Regional Council Attendance Report																
2023-2024																
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total Mtgs Attended To Date		
Aitken, Ashleigh	OCTA	0	1		0	0	1			1				3		
Alexander, Damon L.	San Bernardino, RC District 7	1	1		1	1	0		0	0				4		
Allen, Cindy	Long Beach, RC District 30	1	1		1	0	1		1	0				5		
Amezcuca, Valerie	Santa Ana, RC District 16	1	1		0	0	0		0	0				2		
Andrade-Stadler, Adele	Alhambra, RC District 34	1	0		1	0	0		0	1				3		
Anthony, Konstantine	Burbank, RC District 42	1	0		0	0	0		0	0				1		
Barger, Kathryn	Los Angeles County	0	1		0	0	0		0	0				1		
Bass, Karen	Los Angeles, (Member at Large)	0	0		0	0	1		0	0				1		
Becerra, Elizabeth	Victorville, RC District 65	1	1		0	1	0		1	1				5		
Blumenfield, Bob	Los Angeles, RC District 50	0	0		0	0	0		0	0				0		
Boyer, Gary	Glendora, RC District 33	1	1		1	1	1		1	1				7		
Boyles, Drew	El Segundo, RC District 40	0	0		1	0	1		1	1				4		
Brown, Art	Buena Park, RC District 21	1	1		1	1	1		1	1				7		
Bucknum, Wendy	Mission Viejo, RC District 13	1	1	D	1	1	1	D	1	1				7		
Clark, Margaret	Rosemead, RC District 32	1	1		1	1	1		1	1				7		
Crosswhite, Jenny	Santa Paula, RC District 47	1	1		1	1	1		1	1				7		
de Leon, Kevin	Los Angeles, RC District 61	0	0		0	0	0		0	0				0		
Denison, Rick	Yucca Valley, RC District 11	0	1		0	0	0		0	0				1		
Dumitru, Jon	Orange, RC District 17	0	1		1	1	1		1	1				6		
Dunn, Lucy	Business Representative	1	1		1	1	0		1	1				6		
Eich, Keith	La Cañada Flintridge, RC District 36	1	0		1	1	1		1	1				6		
Finlay, Margaret E.	Duarte, RC District 35	1	1	A	0	1	1	A	1	1				6		
Frometa, Claudia M.	Downey, RC District 25	0	0		0	0	0		1	1				2		
Gabbard, John	Dana Point, RC District 12		1		1	0	0		0	1				3		
Gazeley, James	Lomita, RC District 39	1	1		1	1	1		0	1				6		
Goodman, Marshall	La Palma, RC District 18	1	0		1	1	1		1	1				6		
Hagman, Curt	San Bernardino County	1	1		1	1	0		0	1				5		
Harnik, Jan C.	RCTC	1	1		1	1	1		1	1				7		
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0	0		0	0	0		0	0				0		
Henderson, Mark E.	Gardena, RC District 28	1	1		1	1	1		1	1				7		
Hernandez, Eunisses	Los Angeles, RC District 48	0	0		0	0	0		0	0				0		
Hernandez, Laura	Port Hueneme, RC District 45	1	1		1	1	0		1	1				6		
Hutt, Heather	Los Angeles, RC District 57	0	0	R	0	0	0	R	0	0				0		
Judge, Mike T.	Simi Valley, VCTC	1	1		1	1	1		1	1				7		
Kalmick, Joe	Seal Beach, RC District 20	1	1		1	1	0		1	1				6		
Kelley, Trish	TCA Representative	1	1		1	1	1		1	1				7		
Kelly, Kathleen	Palm Desert, RC District 2	1	1		1	1	1		1	1				7		
Kim, Tammy	Irvine, RC District 14	0	1		0	1	1		1	1				5		
Kleiman, Lauren	Newport Beach, RC District 15	1	1		1	1	1		0	1				6		
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep	0	0		0	0	0		0	0				0		
Krupa, Linda	Hemet, RC District 3	1	1	K	1	1	1	K	1	1				7		
Lee, John	Los Angeles, RC District 59	0	0		0	0	0		0	0				0		
Leon, Carlos A.	Anaheim, RC District 19								1	1				2		
Lock Dawson, Patricia	Riverside, RC District 68	0	1		1	1	1		1	1				6		
Lopez, Vianey	Ventura County	1	1		1	1	1		1	0				6		
Lorimore, Clint	Eastvale, RC District 4	1	1		1	1	1		1	1				7		
Mann, Ken	Lancaster, RC District 43	1	1		0	1	1		1	1				6		
Manos, Steve	Lake Elsinore, RC District 63	1	1		1	1	1		1	1				7		
Marquez, Ray	Chino Hills, RC District 10	1	1		1	1	1		1	1				7		
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. Reg. Plng. Brd.	1	0		0	1	0		1	1				4		
McCallon, Larry	Air District Representative	0	0		0	1	1		1	1				4		
McKeon, Casey	Huntington Beach, RC District 64	1	1		1	0	1		1	1				6		
McOsker, Tim	Los Angeles, RC District 62	1	0		1	1	0		1	0				4		
Meister, Lauren	West Hollywood, RC District 41	1	1		1	1	1		1	1				7		
Michael, L. Dennis	Rancho Cucamonga, RC District 9	1	1		1	1	1		0	1				6		
Nava, Marisela	Perris, RC District 69	1	1		1	1	0		0	0				4		
Nava-Froelich, Maria	ICTC	1	1		1	1	1		1	1				7		
Navarro, Frank J.	Colton, RC District 6	0	0		1	1	0		1	1				4		
Ortiz, Oscar	Indio, RC District 66	1	1		1	0	1		1	1				6		
Padilla, Imelda	Los Angeles, RC District 53				0	0	0		0	0				0		

Attachment: RC Attendance Sheet 2023-24 (Minutes of the Meeting - February 1, 2024)

Park, Traci	Los Angeles, RC District 58	0	0	0	0	0	0	0	0	0	0	0	0	0
Plancarte, Luis	Imperial County	1	1	1	1	1	1	1	1	1	1	1	1	7
Price, Curren D.	Los Angeles, RCDistrict 56	0	0	0	0	0	0	0	0	0	0	0	0	0
Raman, Nithya	Los Angeles, RC District 51	1	0	0	0	0	0	0	0	0	0	0	0	1
Rebollar, Gil	Brawley, RC District 1	1	1	1	0	0	0	1	1	1	1	1	1	5
Rhodes, Rocky	Simi Valley, RC District 46	1	1	1	1	1	1	1	1	1	1	1	1	7
Robertson, Deborah	Rialto, RC District 8	0	1	1	1	1	1	0	1	1	1	1	1	5
Rodriguez, Celeste	San Fernando, RC District 67	1	1	1	1	1	0	1	1	1	1	1	1	6
Rodriguez, Monica	Los Angeles, RC District 54	0	0	0	0	0	0	0	0	0	0	0	0	0
Saleh, Ali	Bell, RC District 27	1	1	0	1	1	1	1	1	1	1	1	1	6
Sandoval, Tim	Pomona, RC District 38	1	1	1	1	1	1	1	0	1	1	1	1	6
Sarega, Andrew	La Mirada, RC District 31	1	1	0	0	0	0	0	0	0	0	0	0	2
Saro, Suely	Long Beach, RC District 29	1	1	1	1	1	1	1	1	1	1	1	1	7
Schwank, Zak	Temecula, RC District 5	1	1	1	1	1	1	1	1	1	1	1	1	7
Shapiro, David J.	Calabasas, RC District 44	1	0	1	1	1	1	1	1	1	1	1	1	6
Simonoff, Marty	Brea, RC District 22	1	0	1	1	1	1	1	1	1	1	1	1	6
Solache, José Luis	Lynwood, RC District 26	1	1	1	1	1	1	1	1	1	1	1	1	7
Solis, Hilda	Los Angeles County	0	0	0	0	0	0	0	1	1	1	1	1	1
Soto-Martinez, Hugo	Los Angeles, RC District 60	0	0	0	0	0	0	0	0	0	0	0	0	0
Spiegel, Karen	Riverside County	0	1	1	1	1	1	1	1	1	1	1	1	6
Tye, Steve	Diamond Bar, RC District 37	0	1	0	0	1	1	0	1	1	1	1	1	3
Wagner, Donald P.	Orange County	1	1	1	1	1	1	1	1	1	1	1	1	7
Wapner, Alan	SBCTA/SBCOG	1	1	1	1	1	1	1	0	1	1	1	1	6
Wood, Jeff	Lakewood, RC District 24			1	1	1	1	0	1	1	1	1	1	4
Yaroslavsky, Katy	Los Angeles, RC District 52	0	0	0	0	0	0	0	0	0	0	0	0	0
Yokoyama, Frank A.	Cerritos, RC District 23	1	1	1	1	1	1	1	1	1	1	1	1	7



AGENDA ITEM 3  
REPORT

Southern California Association of Governments  
March 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Contracts \$500,000 or Greater: Contract No. 24-015-C01, Research and  
Media Buying

**RECOMMENDED ACTION:**

Approve Contract No. 24-015-C01 in an amount not to exceed \$2,001,890 with Sensis, Inc. to conduct research to support outreach and development of messaging and creative, as well as efficiently purchase media space to support agency programs. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*To fulfill its mission of updating and implementing the Regional Transportation Plan/Sustainable Communities Strategies, known as Connect SoCal, SCAG must be able to engage its audience effectively, effectively market its offering, and enable collaboration toward Southern California's shared goals. This research portion of this contract will assist the agency understand its audiences, their needs and SCAG's relevance to them, and how best to reach and engage them.*

*SCAG purchases media placements as part of public engagement efforts, to support public education work, promote attendance at a variety of events and comply with legal noticing requirements. This media buying portion of this contract will centralize SCAG's media buying to improve strategy, pricing and effectiveness for all agency media buying.*

**BACKGROUND:**

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Sensis, Inc. 24-015-C01	The purpose of the Research and Media Buying project is for Sensis to conduct	\$2,001,890



---

research to refine audiences, test messaging and creative, and efficiently purchase media space to support agency goals.

**FISCAL IMPACT:**

Funding of \$440,000 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Numbers 225-3564.19 (\$400,000 OTS Go Human) and 090-0148.01 (\$40,000 Public Information). The remaining contract balance will be requested in future fiscal years, subject to budget availability.

**ATTACHMENT(S):**

1. Contract Summary 24-015-C01
2. Conflict of Interest Form 24-015-C01

**CONSULTANT CONTRACT NO. 24-015-C01**

<b>Recommended Consultant:</b>	Sensis, Inc.	
<b>Background &amp; Scope of Work:</b>	<p>For SCAG to fulfill its mission of creating and implementing the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), known as “Connect SoCal,” the agency must be able to effectively conduct engagement as well as market its offering and enable collaboration toward Southern California’s shared goals. This research portion of this contract will assist the agency to understand its audiences, their needs and SCAG’s relevance to them, and how best to reach them.</p> <p>SCAG purchases media placements as part of public engagement efforts, to support public education work, promote attendance at a variety of events and comply with legal noticing requirements. This contract will centralize SCAG’s media buying to improve strategy, price and effectiveness for agency media buying.</p>	
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include:</p> <ul style="list-style-type: none"> <li>• Conducting research to support the next update to the agency’s federally required Public Participation Plan.</li> <li>• Conducting an audit of Go Human strategy, creative and content to inform refreshing the program’s creative after 15 years.</li> <li>• Conducting ad hoc research projects as needed to support various agency program and initiatives.</li> <li>• Planning, implementing and evaluating annual paid media plans that centralize all agency media buying to improve pricing, efficiency and effectiveness.</li> </ul>	
<b>Strategic Plan:</b>	<p>This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. Goal 3: Be the foremost data information hub for the region. Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.</p>	
<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$2,001,890</b>
	Sensis, Inc. (prime consultant)	\$2,001,890
<b>Contract Period:</b>	Notice to Proceed through June 30, 2025	
<b>Project Number(s):</b>	225.3564.19 \$400,000 Office of Traffic Safety (OTS) Go Human Grant 090.0148.01 \$40,000 FTA 5303	
<b>Request for Proposal (RFP):</b>	<p>SCAG staff notified 1,862 firms of the release of RFP 24-015 via SCAG’s Solicitation Management System website. A total of 53 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:</p> <p><b>Sensis, Inc. (no subconsultants)</b> <span style="float: right;"><b>\$2,001,890</b></span></p>	

Attachment: Contract Summary 24-015-C01 (Contracts \$500,000 or Greater: Contract No. 24-015-C01, Research and Media Buying)

	House 47, Inc. (no subconsultants) <span style="float: right;">\$1,972,500</span>
<b>Selection Process:</b>	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.</p> <p>The PRC consisted of the following individuals:</p> <p>Mel Rocha Cheng, Senior Management Analyst, SCAG (Project Manager)  Ana Vallianatos, Manager, Media &amp; Public Affairs, SCAG  Roland Ok, Planning Supervisor, SCAG  Andres Carrasquillo, Senior Regional Planner, SCAG</p>
<b>Basis for Selection:</b>	<p>The PRC recommended Sensis, Inc. for the contract award because the consultant:</p> <ul style="list-style-type: none"> <li>• Provided the best technical approach, presenting a strong depth of knowledge around research design both qualitatively and quantitatively with the ability to use syndicated data to support brand research. They have an in-house media planning and buying team specializing in cross-discipline (digital, traditional, and ethnic) media for local, statewide, and national campaigns;</li> <li>• Demonstrated the best understanding of the work to be completed and their expertise in this type of work. Their proposal was the most substantive and included an extremely detailed scope of work that provided clear goals and visions. Their technical approach was also tailored to SCAG’s needs and included a step-by-step approach for each task with clearly defined deliverables that included challenges and mitigations; and</li> <li>• Provided the most impressive work samples relevant to this project, including extensive public sector experience, with an emphasis on transportation/goods movement agencies (i.e. Metrolink, Metro, Port of Los Angeles) which are all entities SCAG works with on a regular basis.</li> </ul> <p>Although the other firm proposed a lower cost, the PRC did not recommend this firm for contract award because this firm:</p> <ul style="list-style-type: none"> <li>• Did not propose a technical approach that was as strong in demonstrating an understanding of the work to be completed nor breadth of experience as did the selected consultant. The PRC found that House 47, LLC lacked experience in media planning and ad-buying compared to Sensis, Inc. Their proposal lacked specific work examples and an overall approach to the media planning portion of the project. Furthermore, no schedule was provided outside of key dates drawn from the scope of work for Tasks 2, 3, and 4; and</li> <li>• Did not include a project team that the PRC felt was needed for this project. House 47, LLC included two partner-level staff for the entire project, while Sensis, Inc. provided a more robust team that will support the workload and timeline management.</li> </ul>



**Conflict of Interest (COI) Form - Attachment  
For March 7, 2024 Regional Council Approval**

Approve Contract No. 24-015-C01 in an amount not to exceed \$2,001,890 with Sensis, Inc. to conduct brand research, identify and refine audiences, generate insights, make strategic recommendations, and efficiently purchase media space.

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)?
Sensis, Inc. (prime consultant)	No - form attached

Attachment: Contract Summary 24-015-C01 (Contracts \$500,000 or Greater: Contract No. 24-015-C01, Research and Media Buying)

# SCAG CONFLICT OF INTEREST FORM

RFP No. 24-015

## 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:** Sensis Inc.

**Name of Preparer:** Jose R. Villa

**Project Title:** Research and Media Buying

**RFP Number:** RFP No. 24-015      **Date Submitted:** November 8, 2023

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

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
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Conflict of Interest Form 24-015-C01 (Contracts \$500,000 or Greater: Contract No. 24-015-C01, Research and Media Buying)

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) Jose R. Villa, hereby declare that I am the (position or title) President of (firm name) Sensis Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 31, 2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



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

October 31, 2023

\_\_\_\_\_  
Date

**NOTICE**

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



Southern California Association of Governments  
March 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Jeffery Elder, Acting Chief Counsel  
(213) 630-1478, elder@scag.ca.gov

**Subject:** 2023 District Evaluation

**RECOMMENDED ACTION FOR EAC:**

As recommended by the District Evaluation Committee, recommend that the Executive/Administrative Committee (EAC) recommend that the Regional Council (RC):

- 1) Maintain the existing population range for each District of 245,000 to 345,000 and deviation of +/- 50,000.
- 2) Maintain the current District boundaries.
- 3) Maintain the current number of Districts.
- 4) Form a Subcommittee prior to the next District Evaluation process to evaluate the Bylaws requirements and make recommendations on potential changes to the process.

**RECOMMENDED ACTION FOR RC:**

As recommended by the District Evaluation Committee, recommend that the RC:

- 1) Maintain the existing population range for each District of 245,000 to 345,000 and deviation of +/- 50,000.
- 2) Maintain the current District boundaries.
- 3) Maintain the current number of Districts.
- 4) Form a Subcommittee prior to the next District Evaluation process to evaluate the Bylaws requirements and make recommendations on potential changes to the process.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal

**EXECUTIVE SUMMARY:**

*The SCAG Bylaws require that in years ending in 3 and 8, the RC review the current composition of the Districts. The RC has delegated this task to the District Evaluation Committee (Committee).*

*The Committee met in November 2023 and was provided with a report and presentation providing a background of the past district evaluation processes, current population data, and*

***staff's recommendations. The Committee adopted Staff's recommendations, subject to outreach to our subregional partners.***

***The Committee met a second time in February 2024 and was provide with a report and presentation discussing the outreach efforts and a proposal received from the City of Santa Clarita to become its own District. After discussing the proposal, the Committee recommends that the RC maintain the existing population range for each District of 245,000 to 345,000 with a deviation of +/- 50,000. A city would need a minimum population threshold of 245,000 to be considered for evaluation as a single-city District. Under this threshold, no city is currently eligible for consideration as a new, single-city District. The Committee also recommends that the RC maintain the current District boundaries and maintain the current number of Districts.***

***While the Committee does not recommend any changes to the current Districts, it recommends that a Subcommittee should be formed, prior to the next District Evaluation process, to evaluate the Bylaws and the existing District Evaluation process and make recommendations on potential changes to the process. Therefore, the Committee recommends that the RC approve the creation of a Subcommittee prior to the next District Evaluation process to review the existing Bylaws, conduct outreach to our subregional partners, and potentially propose changes based on that review.***

#### **BACKGROUND:**

##### **Bylaw Requirements to Periodically Evaluate Regional Council Districts**

SCAG's Bylaws provide that, in each year ending in "3" or "8," the RC must review District boundaries "based upon city population data as most recently available from the State Department of Finance." (Bylaws Art. V.A.(1)(a)(2).) Additionally, the Bylaws provide that Districts: (1) should have a "geographic community of interest" and be of "approximately equal population" (Bylaws Art. V.A.(1)(a)(1)); (2) may span multiple counties but must not cross subregional boundaries (ibid.); and (3) are limited to 70 in number (Bylaws Art. V.A.(1)(a)(6)). Outreach to subregional organizations is required and they may make recommendations to establish or modify Districts, using the same population data. (Bylaws Art. V.A.(1)(a)(5).) A map depicting the current District configuration is attached to this staff report.

##### **Current 2023 Populations**

At its first meeting in November 2023, staff provided current population counts for each District. A copy of this data is attached to this staff report. This population data indicates that the population of the SCAG region living in incorporated areas has decreased approximately 2.8%, from 17,042,437 in 2018 to 16,569,609 in 2023. Distributing the 2023 region-wide population evenly among the 69

Districts results in a per District distributed population of 240,139 compared to a 2018 distributed population of 246,991 – representing an approximately 2.8% decrease in per District distributed population. While most Districts saw population decreases between 2018 and 2023, ten (10) multi-city Districts and five (5) single-city Districts increased in population. Of the Districts with population increases, ten (10) are within the range of District size that was applied in 2018 (245,000-345,000) and all fall within the statistical deviations of +/- 50,000 persons. No cities with populations in excess of 245,000 are currently in a multi-city District.

Based on this information, the Committee approved the following staff recommendations:

- Population target size and deviation (245-345,000 with +/- 50,000) remain unchanged.
- Current District boundaries remain unchanged.
- No Districts be added.
- Staff seek input from subregional organizations regarding any changes to the current composition of the Districts in their respective subregion, which staff will bring back to this committee.

### **Subregional Partner Outreach**

SCAG staff sought input from subregional partners regarding any changes to the current composition of the Districts in their respective subregion. SCAG received responses from 5 subregional organizations, the City of Santa Clarita (District 67), and Los Angeles City Council Districts 7 (District 54) and 2 (District 49) on the matter. With the exception of the City of Santa Clarita, no changes were proposed.

At its second meeting in February 2024, the Committee was provided with a report and presentation on a proposal put forth by the City of Santa Clarita (City) to become its own District and the City of San Fernando (San Fernando) to be added to District 54 (See Attachment 3), and responses received from Districts 54 and 49 (See Attachments 4 and 5).

The City based its proposal on its current population (230,659) and its population growth, noting it is the most populous city to remain in a multi-city District and it continues to experience population growth. The City proposed that San Fernando be added to District 54, a single-city District made up of Los Angeles City Council District 7. The City noted that San Fernando shares its boundaries entirely with District 54, that San Fernando and District 54 are part of the San Fernando Valley COG, and that the population of San Fernando (23,487) and District 54 (253,100) would be within the established population range. The City also discussed the economic, housing, transportation, climatic and social factors that San Fernando and District 54 share. Finally, the City discussed the participation of District 54 in RC meetings.

District 54 submitted a letter in support of the approved November staff recommendations and in opposition of the City's proposal. District 54 noted its population was 253,100 and projected to grow to 304,515, which is within the bounds to retain a single-city District, and the City has not met the single-city District population threshold. District 54 noted that the demographic data included in the City's letter are not criteria for single-city designation per the Bylaws. Finally, District 54 stated it would be the only District to lose its single-city designation to accommodate another jurisdiction that has not met the criteria.

District 49 also submitted a letter in support of the approved November staff recommendations and in opposition of the City's proposal. District 49 noted that the City's proposal fails to meet the recommendations accepted by the Committee that the District population target size and deviation remain unchanged and that the district boundaries remain unchanged with no Districts being added. District 49 noted that District 54 has a population of over 253,000 and should retain its right to remain a single-city District and should not be combined with San Fernando.

Based on this information, the Committee discussed the proposal and determined that no changes should be made to the current District composition.

#### **Subcommittee to Review Bylaws Requirements**

As part of its first and second meeting, the Committee discussed the need to conduct a more thorough review of the District Evaluation process and the applicable Bylaws requirements. The Committee recommended that, prior to the next District Evaluation process, a Subcommittee be formed to evaluate the Bylaws requirements, conduct outreach to our subregional partners, and make recommendations on potential changes to the District Evaluation process.

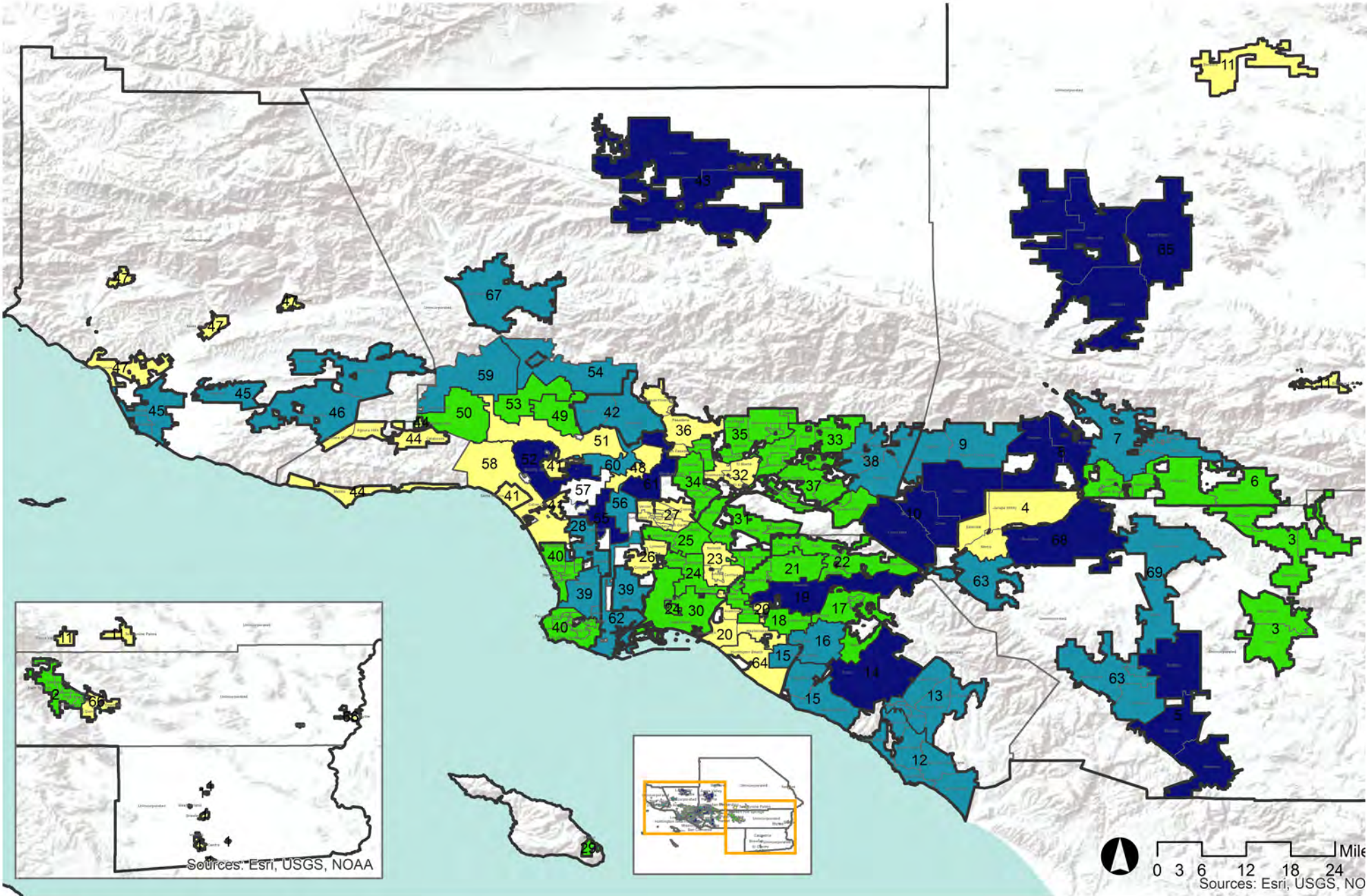
#### **FISCAL IMPACT:**

Work related to the District Evaluation process is funded from the FY23-24 General Fund Budget.

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

1. Map of RC Districts
2. DOF Population Data by District and City
3. January 17, 2024, Letter from the City of Santa Clarita
4. January 26, 2024, Letter from Los Angeles City Council District 7
5. January 31, 2024, Letter from Los Angeles City Council District 2
6. PowerPoint Presentation - District Evaluation





Attachment: Map of RC Districts (2023 District Evaluation)

### RC District Population (2023)

<table border="0"> <tr> <td style="background-color: yellow; width: 20px; height: 15px; display: inline-block;"></td> <td>62,740 - 200,000 (14)</td> </tr> <tr> <td style="background-color: green; width: 20px; height: 15px; display: inline-block;"></td> <td>200,001 - 250,000 (23)</td> </tr> </table>		62,740 - 200,000 (14)		200,001 - 250,000 (23)	<table border="0"> <tr> <td style="background-color: teal; width: 20px; height: 15px; display: inline-block;"></td> <td>250,001 - 300,000 (24)</td> </tr> <tr> <td style="background-color: darkblue; width: 20px; height: 15px; display: inline-block;"></td> <td>300,001 - 350,912 (8)</td> </tr> </table>		250,001 - 300,000 (24)		300,001 - 350,912 (8)	<table border="0"> <tr> <td style="border: 1px solid gray; width: 20px; height: 15px; display: inline-block;"></td> <td>District Boundary</td> </tr> <tr> <td style="border: 1px solid gray; width: 20px; height: 15px; display: inline-block;"></td> <td>City Boundary</td> </tr> </table>		District Boundary		City Boundary
	62,740 - 200,000 (14)													
	200,001 - 250,000 (23)													
	250,001 - 300,000 (24)													
	300,001 - 350,912 (8)													
	District Boundary													
	City Boundary													

**2023 Population by Regional Council District, City, and Subregion**  
**January 2023**

Regional Council Districts by City	2018 Population	2023 Population	2045 Population^	Subregion	Subreg
<b>1</b>	<b>150,617</b>	<b>145,643</b>	<b>215,000</b>	<b>Imperial County Transportation Commission (ICTC)</b>	<b>Imperial County Transportation Commission (IC</b>
Brawley	27,417	27,539	41,100	Imperial County Transportation Commission (ICTC)	
Calexico	41,199	38,697	67,500	Imperial County Transportation Commission (ICTC)	
Calipatria	7,488	5,975	9,700	Imperial County Transportation Commission (ICTC)	
El Centro	46,315	44,445	58,800	Imperial County Transportation Commission (ICTC)	
Holtville	6,501	5,502	7,700	Imperial County Transportation Commission (ICTC)	
Imperial	19,372	21,496	27,800	Imperial County Transportation Commission (ICTC)	
Westmorland	2,325	1,989	2,400	Imperial County Transportation Commission (ICTC)	
<b>2</b>	<b>209,320</b>	<b>200,534</b>	<b>294,600</b>	<b>Coachella Valley Association of Governments (CVAG)</b>	<b>Coachella Valley Association of Governments (CVA</b>
Cathedral City	54,791	51,433	76,300	Coachella Valley Association of Governments (CVAG)	
Desert Hot Springs	29,742	32,608	61,000	Coachella Valley Association of Governments (CVAG)	
Indian Wells	5,574	4,774	6,400	Coachella Valley Association of Governments (CVAG)	
Palm Desert	52,769	50,615	64,100	Coachella Valley Association of Governments (CVAG)	
Palm Springs	47,706	44,092	61,600	Coachella Valley Association of Governments (CVAG)	
Rancho Mirage	18,738	17,012	25,200	Coachella Valley Association of Governments (CVAG)	
<b>3</b>	<b>219,707</b>	<b>242,823</b>	<b>336,200</b>	<b>Western Riverside Council of Governments (WRCOG)</b>	<b>Western Riverside Council of Governments (WRCC</b>
Banning	31,282	31,250	41,500	Western Riverside Council of Governments (WRCOG)	
Beaumont	48,237	56,590	80,200	Western Riverside Council of Governments (WRCOG)	
Calimesa	8,876	10,962	20,600	Western Riverside Council of Governments (WRCOG)	
Hemet	83,166	89,918	124,000	Western Riverside Council of Governments (WRCOG)	
San Jacinto	48,146	54,103	69,900	Western Riverside Council of Governments (WRCOG)	
<b>4</b>	<b>197,670</b>	<b>199,534</b>	<b>217,800</b>	<b>Western Riverside Council of Governments (WRCOG)</b>	<b>Western Riverside Council of Governments (WRCC</b>
Eastvale	64,855	69,514	72,700	Western Riverside Council of Governments (WRCOG)	
Jurupa Valley	106,054	104,983	117,800	Western Riverside Council of Governments (WRCOG)	
Norco	26,761	25,037	27,300	Western Riverside Council of Governments (WRCOG)	
<b>5</b>	<b>318,624</b>	<b>328,931</b>	<b>395,900</b>	<b>Western Riverside Council of Governments (WRCOG)</b>	<b>Western Riverside Council of Governments (WRCC</b>
Menifee	91,902	110,034	129,800	Western Riverside Council of Governments (WRCOG)	
Murrieta	113,541	109,998	127,700	Western Riverside Council of Governments (WRCOG)	
Temecula	113,181	108,899	138,400	Western Riverside Council of Governments (WRCOG)	
<b>6</b>	<b>216,041</b>	<b>217,159</b>	<b>271,300</b>	<b>SBCTA/SBCOG</b>	<b>SBCTA/SBC</b>

Attachment: DOF Population Data by District and City (2023 District Evaluation)

Colton	53,724	53,154	70,700	SBCTA/SBCOG	
Grand Terrace	12,524	12,814	14,500	SBCTA/SBCOG	
Loma Linda	23,946	25,228	30,100	SBCTA/SBCOG	
Redlands	71,196	71,972	80,800	SBCTA/SBCOG	
Yucaipa	54,651	53,991	75,200	SBCTA/SBCOG	
<b>7</b>	<b>275,891</b>	<b>279,214</b>	<b>299,400</b>	<b>SBCTA/SBCOG</b>	<b>SBCTA/SBCOG</b>
Highland	54,761	55,984	68,900	SBCTA/SBCOG	
San Bernardino	221,130	223,230	230,500	SBCTA/SBCOG	
<b>8</b>	<b>319,041</b>	<b>316,836</b>	<b>425,800</b>	<b>SBCTA/SBCOG</b>	<b>SBCTA/SBCOG</b>
Fontana	212,000	213,851	286,700	SBCTA/SBCOG	
Rialto	107,041	102,985	139,100	SBCTA/SBCOG	
<b>9</b>	<b>293,014</b>	<b>289,415</b>	<b>343,500</b>	<b>SBCTA/SBCOG</b>	<b>SBCTA/SBCOG</b>
Montclair	39,326	37,494	49,200	SBCTA/SBCOG	
Rancho Cucamonga	176,671	173,545	201,300	SBCTA/SBCOG	
Upland	77,017	78,376	93,000	SBCTA/SBCOG	
<b>10</b>	<b>347,505</b>	<b>350,912</b>	<b>483,200</b>	<b>SBCTA/SBCOG</b>	<b>SBCTA/SBCOG</b>
Chino	86,757	93,137	121,300	SBCTA/SBCOG	
Chino Hills	83,159	77,058	92,800	SBCTA/SBCOG	
Ontario	177,589	180,717	269,100	SBCTA/SBCOG	
<b>11</b>	<b>83,980</b>	<b>82,152</b>	<b>108,200</b>	<b>SBCTA/SBCOG</b>	<b>SBCTA/SBCOG</b>
Barstow	24,411	24,918	36,900	SBCTA/SBCOG	
Big Bear Lake	5,512	4,914	6,600	SBCTA/SBCOG	
Needles	5,177	4,756	5,600	SBCTA/SBCOG	
Twentynine Palms	27,046	25,929	33,300	SBCTA/SBCOG	
Yucca Valley	21,834	21,635	25,800	SBCTA/SBCOG	
<b>12</b>	<b>277,009</b>	<b>269,394</b>	<b>293,000</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Aliso Viejo	51,950	50,766	52,700	Orange County Council of Governments (OCCOG)	
Dana Point	34,071	33,155	35,600	Orange County Council of Governments (OCCOG)	
Laguna Beach	23,309	22,445	23,500	Orange County Council of Governments (OCCOG)	
Laguna Niguel	65,377	64,702	69,700	Orange County Council of Governments (OCCOG)	
San Clemente	65,543	63,237	69,600	Orange County Council of Governments (OCCOG)	
San Juan Capistrano	36,759	35,089	41,900	Orange County Council of Governments (OCCOG)	
<b>13</b>	<b>278,576</b>	<b>274,014</b>	<b>291,800</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Laguna Hills	31,818	30,525	34,000	Orange County Council of Governments (OCCOG)	

Attachment: DOF Population Data by District and City (2023 District Evaluation)

Laguna Woods	16,597	17,450	16,500	Orange County Council of Governments (OCCOG)	
Lake Forest	84,845	87,127	92,900	Orange County Council of Governments (OCCOG)	
Mission Viejo	95,987	91,846	98,600	Orange County Council of Governments (OCCOG)	
Rancho Santa Margarita	49,329	47,066	49,800	Orange County Council of Governments (OCCOG)	
<b>14</b>	<b>276,176</b>	<b>303,051</b>	<b>327,700</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Irvine	276,176	303,051	327,700	Orange County Council of Governments (OCCOG)	
<b>15</b>	<b>259,398</b>	<b>251,581</b>	<b>274,700</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Costa Mesa	115,296	111,183	123,700	Orange County Council of Governments (OCCOG)	
Fountain Valley	56,920	56,987	59,000	Orange County Council of Governments (OCCOG)	
Newport Beach	87,182	83,411	92,000	Orange County Council of Governments (OCCOG)	
<b>16</b>	<b>338,247</b>	<b>299,630</b>	<b>360,100</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Santa Ana	338,247	299,630	360,100	Orange County Council of Governments (OCCOG)	
<b>17</b>	<b>230,247</b>	<b>224,411</b>	<b>252,700</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Orange	141,952	139,063	154,000	Orange County Council of Governments (OCCOG)	
Tustin	82,344	79,558	92,600	Orange County Council of Governments (OCCOG)	
Villa Park	5,951	5,790	6,100	Orange County Council of Governments (OCCOG)	
<b>18</b>	<b>242,822</b>	<b>236,333</b>	<b>253,200</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Cypress	49,978	49,818	51,300	Orange County Council of Governments (OCCOG)	
Garden Grove	176,896	171,183	185,800	Orange County Council of Governments (OCCOG)	
La Palma	15,948	15,332	16,100	Orange County Council of Governments (OCCOG)	
<b>19</b>	<b>357,084</b>	<b>328,580</b>	<b>416,800</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Anaheim	357,084	328,580	416,800	Orange County Council of Governments (OCCOG)	
<b>20</b>	<b>171,793</b>	<b>166,358</b>	<b>180,200</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Los Alamitos	11,863	12,129	12,300	Orange County Council of Governments (OCCOG)	
Seal Beach	25,984	24,647	25,400	Orange County Council of Governments (OCCOG)	
Stanton	39,470	39,084	44,200	Orange County Council of Governments (OCCOG)	
Westminster	94,476	90,498	98,300	Orange County Council of Governments (OCCOG)	
<b>21</b>	<b>228,209</b>	<b>226,390</b>	<b>254,500</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Buena Park	83,995	83,517	96,200	Orange County Council of Governments (OCCOG)	
Fullerton	144,214	142,873	158,300	Orange County Council of Governments (OCCOG)	
<b>22</b>	<b>229,616</b>	<b>229,594</b>	<b>243,700</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCOG)</b>
Brea	44,890	48,184	48,000	Orange County Council of Governments (OCCOG)	
La Habra	62,850	61,835	66,200	Orange County Council of Governments (OCCOG)	
Placentia	52,755	52,507	58,900	Orange County Council of Governments (OCCOG)	

Attachment: DOF Population Data by District and City (2023 District Evaluation)

Yorba Linda	69,121	67,068	70,600	Orange County Council of Governments (OCCOG)	
<b>23</b>	<b>189,062</b>	<b>178,679</b>	<b>190,600</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
Artesia	16,792	16,093	17,800	Gateway Cities Council of Governments (GCCOG)	
Cerritos	50,058	47,887	50,100	Gateway Cities Council of Governments (GCCOG)	
Hawaiian Gardens	14,666	13,546	15,700	Gateway Cities Council of Governments (GCCOG)	
Norwalk	107,546	101,153	107,000	Gateway Cities Council of Governments (GCCOG)	
<b>24</b>	<b>226,610</b>	<b>220,687</b>	<b>231,500</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
Bellflower	77,682	76,924	77,000	Gateway Cities Council of Governments (GCCOG)	
Lakewood	81,179	80,154	84,500	Gateway Cities Council of Governments (GCCOG)	
Paramount	56,000	52,178	57,500	Gateway Cities Council of Governments (GCCOG)	
Signal Hill	11,749	11,431	12,500	Gateway Cities Council of Governments (GCCOG)	
<b>25</b>	<b>212,279</b>	<b>203,889</b>	<b>232,000</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
Downey	114,146	111,261	119,200	Gateway Cities Council of Governments (GCCOG)	
South Gate	98,133	92,628	112,800	Gateway Cities Council of Governments (GCCOG)	
<b>26</b>	<b>171,887</b>	<b>159,947</b>	<b>180,000</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
Compton	99,872	93,719	103,100	Gateway Cities Council of Governments (GCCOG)	
Lynwood	72,015	66,228	76,900	Gateway Cities Council of Governments (GCCOG)	
<b>27</b>	<b>204,512</b>	<b>184,155</b>	<b>214,000</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
Bell	36,325	33,370	37,100	Gateway Cities Council of Governments (GCCOG)	
Bell Gardens	43,051	38,447	44,300	Gateway Cities Council of Governments (GCCOG)	
Commerce	13,067	12,036	13,800	Gateway Cities Council of Governments (GCCOG)	
Cudahy	24,343	22,270	25,600	Gateway Cities Council of Governments (GCCOG)	
Huntington Park	59,473	53,281	64,000	Gateway Cities Council of Governments (GCCOG)	
Maywood	28,044	24,546	29,000	Gateway Cities Council of Governments (GCCOG)	
Vernon	209	205	200	Gateway Cities Council of Governments (GCCOG)	
<b>28</b>	<b>263,577</b>	<b>251,759</b>	<b>295,700</b>	<b>South Bay Cities Council of Governments (SBCCOG)</b>	<b>South Bay Cities Council of Governments (SBCCOG)</b>
Gardena	61,246	59,809	65,700	South Bay Cities Council of Governments (SBCCOG)	
Hawthorne	88,772	85,702	92,900	South Bay Cities Council of Governments (SBCCOG)	
Inglewood	113,559	106,248	137,100	South Bay Cities Council of Governments (SBCCOG)	
<b>29</b>	<b>243,148</b>	<b>232,462</b>	<b>248,900</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
Avalon	3,867	3,351	4,100	Gateway Cities Council of Governments (GCCOG)	
Long Beach Regional Council District 29***	239,281	229,111	244,800	Gateway Cities Council of Governments (GCCOG)	
<b>30</b>	<b>239,281</b>	<b>229,111</b>	<b>244,800</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
Long Beach Regional Council District 30***	239,281	229,111	244,800	Gateway Cities Council of Governments (GCCOG)	

Attachment: DOF Population Data by District and City (2023 District Evaluation)

<b>31</b>	<b>225,008</b>	<b>220,240</b>	<b>245,100</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>	<b>Gateway Cities Council of Governments (GCCOG)</b>
La Habra Heights	5,454	5,505	5,800	Gateway Cities Council of Governments (GCCOG)	
La Mirada	49,590	47,899	52,400	Gateway Cities Council of Governments (GCCOG)	
Pico Rivera	64,260	60,975	67,400	Gateway Cities Council of Governments (GCCOG)	
Santa Fe Springs	18,335	18,570	20,600	Gateway Cities Council of Governments (GCCOG)	
Whittier	87,369	87,291	98,900	Gateway Cities Council of Governments (GCCOG)	
<b>32</b>	<b>193,353</b>	<b>175,860</b>	<b>220,400</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>
El Monte	117,204	106,377	137,500	San Gabriel Valley Council of Governments (SGVCOG)	
Rosemead	55,267	50,022	60,300	San Gabriel Valley Council of Governments (SGVCOG)	
South El Monte	20,882	19,461	22,600	San Gabriel Valley Council of Governments (SGVCOG)	
<b>33</b>	<b>229,821</b>	<b>222,843</b>	<b>246,000</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>
Azusa	49,954	49,483	56,200	San Gabriel Valley Council of Governments (SGVCOG)	
Baldwin Park	76,708	70,368	81,700	San Gabriel Valley Council of Governments (SGVCOG)	
Covina	49,006	50,350	50,500	San Gabriel Valley Council of Governments (SGVCOG)	
Glendora	52,703	51,159	55,700	San Gabriel Valley Council of Governments (SGVCOG)	
Irwindale	1,450	1,483	1,900	San Gabriel Valley Council of Governments (SGVCOG)	
<b>34</b>	<b>213,232</b>	<b>202,236</b>	<b>224,600</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>
Alhambra	86,665	81,303	91,200	San Gabriel Valley Council of Governments (SGVCOG)	
Montebello	64,327	61,645	67,800	San Gabriel Valley Council of Governments (SGVCOG)	
Monterey Park	62,240	59,288	65,600	San Gabriel Valley Council of Governments (SGVCOG)	
<b>35</b>	<b>221,162</b>	<b>214,033</b>	<b>243,500</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>
Arcadia	57,704	55,503	62,200	San Gabriel Valley Council of Governments (SGVCOG)	
Bradbury	1,069	889	1,100	San Gabriel Valley Council of Governments (SGVCOG)	
Duarte	22,013	22,796	25,100	San Gabriel Valley Council of Governments (SGVCOG)	
Monrovia	38,787	37,539	42,100	San Gabriel Valley Council of Governments (SGVCOG)	
San Gabriel	40,920	38,466	45,800	San Gabriel Valley Council of Governments (SGVCOG)	
San Marino	13,272	12,206	13,600	San Gabriel Valley Council of Governments (SGVCOG)	
Sierra Madre	10,986	10,821	11,300	San Gabriel Valley Council of Governments (SGVCOG)	
Temple City	36,411	35,813	42,300	San Gabriel Valley Council of Governments (SGVCOG)	
<b>36</b>	<b>191,118</b>	<b>183,191</b>	<b>204,300</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>
La Canada Flintridge	20,683	19,930	21,600	San Gabriel Valley Council of Governments (SGVCOG)	
Pasadena	144,388	136,988	155,500	San Gabriel Valley Council of Governments (SGVCOG)	
South Pasadena	26,047	26,273	27,200	San Gabriel Valley Council of Governments (SGVCOG)	
<b>37</b>	<b>237,285</b>	<b>226,610</b>	<b>256,900</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>

Attachment: DOF Population Data by District and City (2023 District Evaluation)

Diamond Bar	57,460	53,381	64,700	San Gabriel Valley Council of Governments (SGVCOG)	
Industry	437	427	400	San Gabriel Valley Council of Governments (SGVCOG)	
La Puente	40,686	37,356	41,600	San Gabriel Valley Council of Governments (SGVCOG)	
Walnut	30,457	27,553	31,300	San Gabriel Valley Council of Governments (SGVCOG)	
West Covina	108,245	107,893	118,900	San Gabriel Valley Council of Governments (SGVCOG)	
<b>38</b>	<b>259,900</b>	<b>252,615</b>	<b>296,800</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>	<b>San Gabriel Valley Council of Governments (SGVCOG)</b>
Claremont	36,446	36,759	39,800	San Gabriel Valley Council of Governments (SGVCOG)	
La Verne	33,260	32,056	34,400	San Gabriel Valley Council of Governments (SGVCOG)	
Pomona	155,687	149,721	187,600	San Gabriel Valley Council of Governments (SGVCOG)	
San Dimas	34,507	34,079	35,000	San Gabriel Valley Council of Governments (SGVCOG)	
<b>39</b>	<b>263,759</b>	<b>255,335</b>	<b>279,500</b>	<b>South Bay Cities Council of Governments (SBCCOG)</b>	<b>South Bay Cities Council of Governments (SBCCOG)</b>
Carson	93,799	92,186	105,200	South Bay Cities Council of Governments (SBCCOG)	
Lomita	20,715	20,092	21,200	South Bay Cities Council of Governments (SBCCOG)	
Torrance	149,245	143,057	153,100	South Bay Cities Council of Governments (SBCCOG)	
<b>40</b>	<b>241,024</b>	<b>233,599</b>	<b>248,200</b>	<b>South Bay Cities Council of Governments (SBCCOG)</b>	<b>South Bay Cities Council of Governments (SBCCOG)</b>
El Segundo	16,784	16,928	17,200	South Bay Cities Council of Governments (SBCCOG)	
Hermosa Beach	19,673	19,018	20,600	South Bay Cities Council of Governments (SBCCOG)	
Lawndale	33,607	30,882	34,400	South Bay Cities Council of Governments (SBCCOG)	
Manhattan Beach	35,991	34,284	35,600	South Bay Cities Council of Governments (SBCCOG)	
Palos Verdes Estates	13,519	12,935	14,000	South Bay Cities Council of Governments (SBCCOG)	
Rancho Palos Verdes	42,723	41,030	43,000	South Bay Cities Council of Governments (SBCCOG)	
Redondo Beach	68,677	68,407	72,900	South Bay Cities Council of Governments (SBCCOG)	
Rolling Hills	1,939	1,669	2,000	South Bay Cities Council of Governments (SBCCOG)	
Rolling Hills Estates	8,111	8,446	8,500	South Bay Cities Council of Governments (SBCCOG)	
<b>41</b>	<b>203,503</b>	<b>197,853</b>	<b>234,700</b>	<b>Westside Cities Council of Governments (WCCOG)</b>	<b>Westside Cities Council of Governments (WCCOG)</b>
Beverly Hills	34,504	31,658	35,800	Westside Cities Council of Governments (WCCOG)	
Culver City	39,860	39,682	41,600	Westside Cities Council of Governments (WCCOG)	
Santa Monica	92,416	91,720	114,700	Westside Cities Council of Governments (WCCOG)	
West Hollywood	36,723	34,793	42,600	Westside Cities Council of Governments (WCCOG)	
<b>42</b>	<b>312,685</b>	<b>295,819</b>	<b>329,500</b>	<b>Arroyo Verdugo Cities Subregion</b>	<b>Arroyo Verdugo Cities Subregion</b>
Burbank	107,149	104,535	115,400	Arroyo Verdugo Cities Subregion	
Glendale	205,536	191,284	214,100	Arroyo Verdugo Cities Subregion	
<b>43</b>	<b>320,390</b>	<b>339,293</b>	<b>420,300</b>	<b>North Los Angeles County Subregion</b>	<b>North Los Angeles County Subregion</b>
Lancaster	161,485	173,376	213,300	North Los Angeles County Subregion	

Attachment: DOF Population Data by District and City (2023 District Evaluation)

Palmdale	158,905	165,917	207,000	North Los Angeles County Subregion	
<b>44</b>	<b>68,381</b>	<b>62,740</b>	<b>71,100</b>	<b>Las Virgenes Malibu Council of Governments (LVMCOG)</b>	<b>Las Virgenes Malibu Council of Governments (LVMCC</b>
Agoura Hills	20,878	19,770	22,400	Las Virgenes Malibu Council of Governments (LVMCOG)	
Calabasas	24,296	22,808	24,900	Las Virgenes Malibu Council of Governments (LVMCOG)	
Hidden Hills	1,892	1,731	2,000	Las Virgenes Malibu Council of Governments (LVMCOG)	
Malibu	12,957	10,512	13,000	Las Virgenes Malibu Council of Governments (LVMCOG)	
Westlake Village	8,358	7,919	8,800	Las Virgenes Malibu Council of Governments (LVMCOG)	
<b>45</b>	<b>299,169</b>	<b>288,142</b>	<b>336,600</b>	<b>Ventura Council of Governments (VCOG)</b>	<b>Ventura Council of Governments (VCC</b>
Camarillo	68,741	69,309	76,100	Ventura Council of Governments (VCOG)	
Oxnard	206,499	197,477	238,100	Ventura Council of Governments (VCOG)	
Port Hueneme	23,929	21,356	22,400	Ventura Council of Governments (VCOG)	
<b>46</b>	<b>296,000</b>	<b>282,292</b>	<b>323,900</b>	<b>Ventura Council of Governments (VCOG)</b>	<b>Ventura Council of Governments (VCC</b>
Moorpark	37,044	35,151	42,200	Ventura Council of Governments (VCOG)	
Simi Valley	128,760	124,174	137,000	Ventura Council of Governments (VCOG)	
Thousand Oaks	130,196	122,967	144,700	Ventura Council of Governments (VCOG)	
<b>47</b>	<b>166,039</b>	<b>163,156</b>	<b>185,800</b>	<b>Ventura Council of Governments (VCOG)</b>	<b>Ventura Council of Governments (VCC</b>
Fillmore	15,953	16,899	18,600	Ventura Council of Governments (VCOG)	
Ojai	7,679	7,493	7,900	Ventura Council of Governments (VCOG)	
San Buenaventura	111,269	107,341	123,900	Ventura Council of Governments (VCOG)	
Santa Paula	31,138	31,423	35,400	Ventura Council of Governments (VCOG)	
<b>48</b>	<b>243,714</b>	<b>238,741</b>	<b>310,787</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subregi</b>
Los Angeles City Council District 1	243,714	238,741	310,787	City of Los Angeles Subregion	
<b>49</b>	<b>283,838</b>	<b>241,977</b>	<b>295,460</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subregi</b>
Los Angeles City Council District 2	283,838	241,977	295,460	City of Los Angeles Subregion	
<b>50</b>	<b>280,839</b>	<b>251,322</b>	<b>304,504</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subregi</b>
Los Angeles City Council District 3	280,839	251,322	304,504	City of Los Angeles Subregion	
<b>51</b>	<b>258,950</b>	<b>250,701</b>	<b>298,407</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subregi</b>
Los Angeles City Council District 4	258,950	250,701	298,407	City of Los Angeles Subregion	
<b>52</b>	<b>285,875</b>	<b>258,768</b>	<b>337,796</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subregi</b>
Los Angeles City Council District 5	285,875	258,768	337,796	City of Los Angeles Subregion	
<b>53</b>	<b>249,065</b>	<b>255,195</b>	<b>313,505</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subregi</b>
Los Angeles City Council District 6	249,065	255,195	313,505	City of Los Angeles Subregion	
<b>54</b>	<b>263,486</b>	<b>253,100</b>	<b>304,515</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subregi</b>
Los Angeles City Council District 7	263,486	253,100	304,515	City of Los Angeles Subregion	

Attachment: DOF Population Data by District and City (2023 District Evaluation)



<b>55</b>	<b>275,791</b>	<b>244,204</b>	<b>285,692</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 8	275,791	244,204	285,692	City of Los Angeles Subregion	
<b>56</b>	<b>271,316</b>	<b>249,508</b>	<b>301,000</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 9	271,316	249,508	301,000	City of Los Angeles Subregion	
<b>57</b>	<b>253,448</b>	<b>256,930</b>	<b>362,070</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 10	253,448	256,930	362,070	City of Los Angeles Subregion	
<b>58</b>	<b>278,898</b>	<b>260,818</b>	<b>306,129</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 11	278,898	260,818	306,129	City of Los Angeles Subregion	
<b>59</b>	<b>272,118</b>	<b>251,933</b>	<b>295,442</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 12	272,118	251,933	295,442	City of Los Angeles Subregion	
<b>60</b>	<b>233,471</b>	<b>245,721</b>	<b>320,008</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 13	233,471	245,721	320,008	City of Los Angeles Subregion	
<b>61</b>	<b>251,114</b>	<b>257,665</b>	<b>416,766</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 14	251,114	257,665	416,766	City of Los Angeles Subregion	
<b>62</b>	<b>271,416</b>	<b>249,525</b>	<b>285,268</b>	<b>City of Los Angeles Subregion</b>	<b>City of Los Angeles Subreg</b>
Los Angeles City Council District 15	271,416	249,525	285,268	City of Los Angeles Subregion	
<b>63</b>	<b>279,244</b>	<b>276,263</b>	<b>363,300</b>	<b>Western Riverside Council of Governments (WRCOG)</b>	<b>Western Riverside Council of Governments (WRCC</b>
Canyon Lake	11,018	10,949	11,400	Western Riverside Council of Governments (WRCOG)	
Corona	168,574	157,005	185,100	Western Riverside Council of Governments (WRCOG)	
Lake Elsinore	63,365	71,973	111,600	Western Riverside Council of Governments (WRCOG)	
Wildomar	36,287	36,336	55,200	Western Riverside Council of Governments (WRCOG)	
<b>64</b>	<b>202,648</b>	<b>195,714</b>	<b>205,300</b>	<b>Orange County Council of Governments (OCCOG)</b>	<b>Orange County Council of Governments (OCCO</b>
Huntington Beach	202,648	195,714	205,300	Orange County Council of Governments (OCCOG)	
<b>65</b>	<b>327,807</b>	<b>348,886</b>	<b>530,600</b>	<b>SBCTA/SBCOG</b>	<b>SBCTA/SBC</b>
Adelanto	35,293	36,656	66,600	SBCTA/SBCOG	
Apple Valley	73,984	74,996	101,400	SBCTA/SBCOG	
Hesperia	94,829	100,041	168,100	SBCTA/SBCOG	
Victorville	123,701	137,193	194,500	SBCTA/SBCOG	
<b>66</b>	<b>194,111</b>	<b>188,543</b>	<b>334,900</b>	<b>Coachella Valley Association of Governments (CVAG)</b>	<b>Coachella Valley Association of Governments (CVA</b>
Blythe	19,389	17,265	28,600	Coachella Valley Association of Governments (CVAG)	
Coachella	45,635	42,462	129,300	Coachella Valley Association of Governments (CVAG)	
Indio	87,883	90,837	129,300	Coachella Valley Association of Governments (CVAG)	
La Quinta	41,204	37,979	47,700	Coachella Valley Association of Governments (CVAG)	
<b>67</b>	<b>241,191</b>	<b>254,146</b>	<b>285,900</b>	<b>North Los Angeles County Subregion</b>	<b>North Los Angeles County Subreg</b>

Attachment: DOF Population Data by District and City (2023 District Evaluation)

San Fernando	24,602	23,487	27,100	North Los Angeles County Subregion	
Santa Clarita	216,589	230,659	258,800	North Los Angeles County Subregion	
<b>68</b>	<b>325,860</b>	<b>313,676</b>	<b>395,800</b>	<b>Western Riverside Council of Governments (WRCOG)</b>	<b>Western Riverside Council of Governments (WRCOG)</b>
Riverside	325,860	313,676	395,800	Western Riverside Council of Governments (WRCOG)	
<b>69</b>	<b>285,466</b>	<b>287,237</b>	<b>387,800</b>	<b>Western Riverside Council of Governments (WRCOG)</b>	<b>Western Riverside Council of Governments (WRCOG)</b>
Moreno Valley	207,629	208,289	266,800	Western Riverside Council of Governments (WRCOG)	
Perris	77,837	78,948	121,000	Western Riverside Council of Governments (WRCOG)	
<b>TOTAL OF SCAG REGIONAL COUNCIL DISTRICTS^^</b>	<b>17,042,437</b>	<b>16,569,609</b>	<b>19,984,949</b>		

Sources: SCAG, DOF. City-level 2023 population is from DOF January 2023 E-1. LA city Council District 2045 population reflects CPA-Tier 2 TAZ estimates joined to city council boundaries. LA City Council District 2022 population is interpolated from 2020 census block group population data.

^ Source: SCAG 2020 RTP/SCS Growth Forecast

\*\*\*Long Beach components of Districts 29 and 30 simply divide Long Beach's population estimate in half and are not spatially distinct.

^^Excludes unincorporated areas and does not sum to SCAG region total.



City of  
**SANTA CLARITA**

23920 Valencia Boulevard • Santa Clarita, California 91355-2196  
Phone: (661) 259-2489 • FAX: (661) 259-8125  
[www.santa-clarita.com](http://www.santa-clarita.com)

January 17, 2024

Cameron Smyth  
Mayor

The Honorable Art Brown  
District Evaluation Subcommittee  
Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700  
Los Angeles, CA 90017

Dear Chair Brown:

Subject: Request for a Single-City Regional Council District

I am writing to request that the City of Santa Clarita be placed within its own single-city Regional Council District. Currently, the City of Santa Clarita and City of San Fernando comprise Regional Council District 67, which was formed in 2008.

With a population of 230,659, the City of Santa Clarita is the most populous city in the Southern California Association of Government's (SCAG) region to remain in a multi-city Regional Council District.

As the third most populous of the eighty-eight cities in Los Angeles County, the City of Santa Clarita continues to experience significant population growth. Since the last SCAG district evaluation process in 2018, Santa Clarita's population has increased by 6.5 percent and in comparison to the evaluation process in 2013, Santa Clarita's population has increased by nearly 13 percent. As forecasted by the California Department of Finance, Santa Clarita will continue to grow at a substantial rate, as its population is projected to be 258,800 by 2045.

A potential pathway in creating a single-city district for the City of Santa Clarita and enhancing representation for the San Fernando Valley is to have the City of San Fernando join Regional Council District 54, which is currently a single-city district held by Los Angeles City Council District 7 (Council District 7).

The City of San Fernando shares its boundaries entirely with Council District 7, as shown in the attached map, which allows for a contiguous Regional Council District that better meets SCAG's by-laws in establishing Regional Council Districts that contain a "geographic community of interest."

Attachment: January 17, 2024, Letter from the City of Santa Clarita (2023 District Evaluation)



The City of San Fernando and Council District 7 are part of the San Fernando Valley COG subregion, consistent with SCAG by-laws that jurisdictions within a Regional Council District remain within a regional subregion. Additionally, with the population of Council District 7 at 253,100, and the population of the City of San Fernando at 23,487, the new population size for Regional Council District 54 would be 276,587, which would keep the district population within SCAG's established Regional Council District target population range.

Given the geographical proximity to one another, the City of San Fernando and Council District 7 share many unifying conditions, including economic, housing, transportation, climatic, and social factors. Additionally, the two jurisdictions share the same County, State, and Federal representatives. These commonalities better meet SCAG's original intent in establishing Regional Council Districts that contain communities of common interests and geographical representation.

As transportation planning and access to public transit are key policy areas and priorities for SCAG, it is important to highlight that the City of San Fernando and Council District 7 rely on the Los Angeles County Metropolitan Transportation Authority (Metro) for public transit services, sharing five fixed Metro bus routes. Additionally, the two jurisdictions are working together on the East San Fernando Valley Light Rail Transit Project, which will offer light rail services to both jurisdictions.

Moreover, as shown in the graphics below, the City of San Fernando and Council District 7 share greater similarities with regard to resident demographics and communities of interest than the City of San Fernando and City of Santa Clarita.

#### **Demographics**

	San Fernando	District 7	Santa Clarita
Black	0.65%	3.55%	3.39%
Latino	92.86%	70.98%	31.67%
White	5.29%	19.21%	55.68%
Asian	14.31%	5.99%	8.89%
% of Foreign Born	37%	40%	21%

**Highest Level of Education Attained (25 years and older)**

	San Fernando	District 7	Santa Clarita
Less than High School	42%	32%	11%
High School Graduate	26%	26%	20%
Sole College	20%	25%	37%
Bachelor Degree or Higher	12%	17%	33%

**Median Household Income**

San Fernando	District 7	Santa Clarita
\$55,170	\$57,352	\$83,554

**Homeownership/Rent**

	San Fernando	District 7	Santa Clarita
% that Own	54%	60%	68%
% that Rent	46%	40%	33%

**Residents Living below the Federal Poverty Level**

	San Fernando	District 7	Santa Clarita
Below 100%	20%	17%	10%
Below 200%	51%	44%	23%

**Housing Burden**

	San Fernando	District 7	Santa Clarita
Housing Burden*	48%	53%	42%
Severe Housing Burden	23%	26%	18%

\*Severe Housing Burden is defined as spending 50% or more of household income on housing.

**Recreational Space**

	San Fernando	District 7	Santa Clarita
Acres per 1,000 population	0.99	2.76	4.02

Honorable Art Brown  
January 17, 2024  
Page 4

In addition to remaining consistent with SCAG's by-laws, the proposed Regional Council District 54 would strengthen representation of the District and the San Fernando Valley.

In the last 56 Regional Council meetings, spanning over the last six years, the representative for Regional Council District 54 has attended five meetings for an attendance rate of 9 percent. Moreover, the representative has missed the last 26 consecutive Regional Council meetings, with the last recorded attendance made in April 2021.

In conformance with the expressed desires of SCAG's Executive Administration Committee, this proposal would enable the most populous city that remains in a multi-city district to be placed into a single-city district and enhances representation of Regional Council District 54, while not adding any new districts.

As we recognize that the District Evaluation Subcommittee may be reviewing multiple issues and requests related to the overall district evaluation process, my City Council colleagues, City of Santa Clarita staff, and I look forward to working with you during the coming months in enhancing representation for the Santa Clarita and San Fernando Valleys.

Thank you for your consideration of our request and comments. Should the District Evaluation Subcommittee or SCAG staff require additional information regarding our comments, please contact Intergovernmental Relations Officer Masis Hagobian at (661) 286-4057 or [mhagobian@santa-clarita.com](mailto:mhagobian@santa-clarita.com).

Sincerely,



Cameron Smyth  
Mayor

CS:MH:kl

sms\masis\letters\SCAG District Evaluation Subcommittee Request 2024

Attachment

cc: Members of the City Council  
Honorable Celeste Rodriguez, Mayor, City of San Fernando

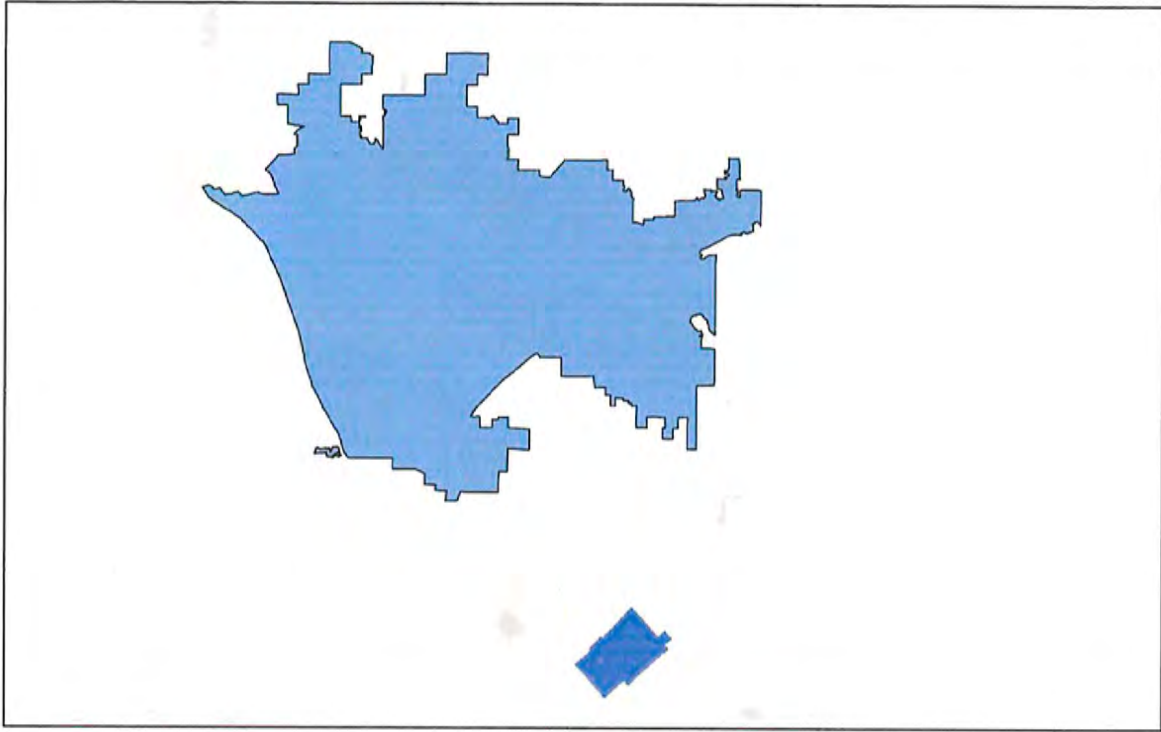
Attachment: January 17, 2024, Letter from the City of Santa Clarita (2023 District Evaluation)

Honorable Art Brown  
January 17, 2024  
Page 5

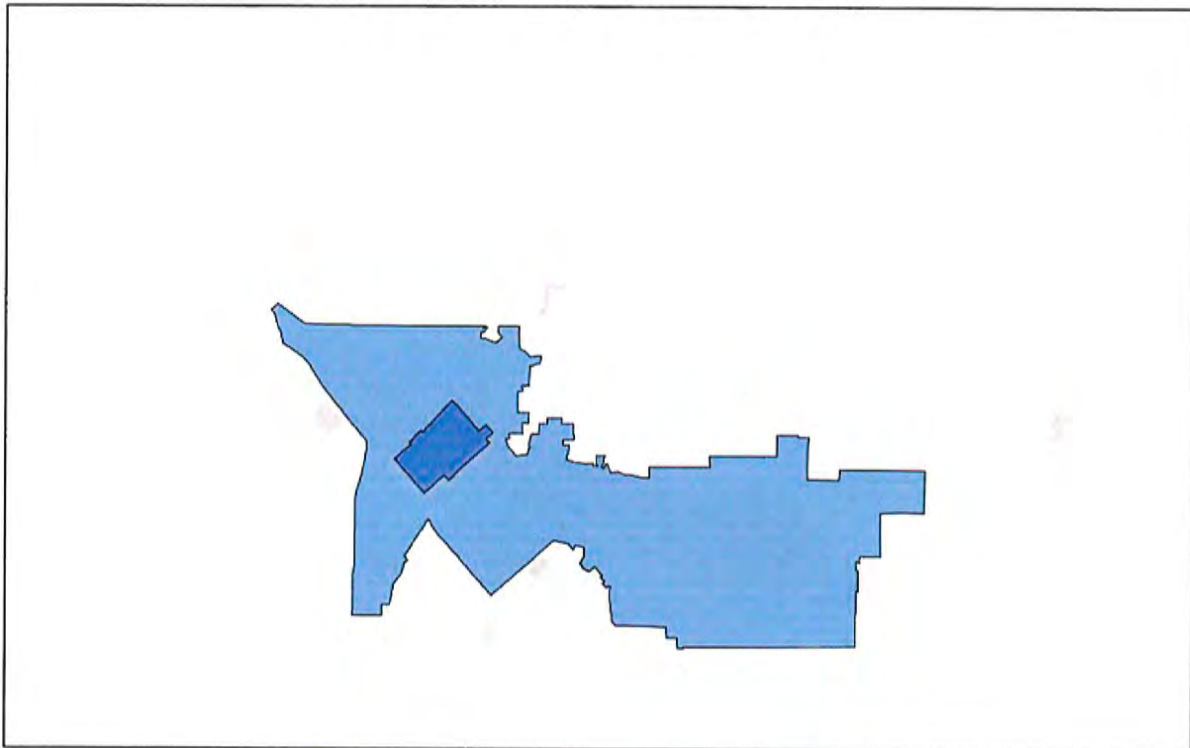
Honorable Monica Rodriguez, Councilmember, City of Los Angeles  
Kenneth W. Striplin, City Manager  
Leadership Team  
Masis Hagobian, Intergovernmental Relations Officer  
Kome Ajise, Executive Director, SCAG  
Jeffrey Elder, SCAG  
Kevin Gilhooley, SCAG  
David Salgado, SCAG  
Erik Rodriguez, SCAG  
John Bwarie, SFVCOG  
Arthur Sohikian, NCTC

Attachment: January 17, 2024, Letter from the City of Santa Clarita (2023 District Evaluation)

Current Regional Council District 67



Proposed Regional Council District 54







COUNCILWOMAN MONICA RODRIGUEZ  
SEVENTH DISTRICT

January 26, 2024

Dear Members of the SCAG District Evaluation Committee,

I am writing in support of the staff recommendations as proposed to, and approved by, the Committee on November 7, 2023, and in response to the proposal put forward by the City of Santa Clarita in a letter to the Committee dated January 17, 2024. The letter proposes changing the City of Santa Clarita's status to a single-city designation on the Regional Council by implicating Council District 7, with a direct impact to our role on that body. Broadly, the staff recommendations accepted by the Committee include that a) District population target size and deviation (245,000-345,000 with +/-50,000) remain unchanged; b) District boundaries remain unchanged; no Districts be added; and c) SCAG staff should seek input from subregional partners regarding any changes to the current composition of the Districts in their respective subregion and then return to the Committee with that input.

As listed in attachment one of the Committee's letters, the population of Council District 7 was 253,100 in 2023, and projected to grow to 304,515 by 2045. Under existing and the above presented criteria, Council District 7 in the City of Los Angeles remains squarely within the bounds to retain a single-city Regional Council District designation, notwithstanding Santa Clarita's desire for a change in their own. The demographic data highlighted in the letter is not relevant criteria per the Committee's guidelines. Santa Clarita has not met the single-city designation population threshold, and therefore implementing a proposal with this significant of an impact to other Regional Council members to achieve it is not responsible or necessary. I believe the committee has time to consider a comprehensive strategy to address this, and perhaps other similar concerns for areas approaching the threshold within the next or future evaluation periods.

I cannot be supportive of a proposal that would treat my district, which has fully qualified for single-city designation per the criteria, to be the only one in our region to lose that for the sake of accommodating the interests of another jurisdiction that has not met the objective criteria. As such I support the Committee's recommendation as-is.

Sincerely,

Councilwoman Monica Rodriguez  
LA City Council, District 7

Attachment: January 26, 2024, Letter from Los Angeles City Council District 7 (2023 District Evaluation)



LOS ANGELES CITY COUNCIL PRESIDENT  
**PAUL KREKORIAN**  
COUNCIL MEMBER, SECOND DISTRICT

January 31, 2024

Jeffery Elder  
Acting Chief Legal Counsel  
Southern California Association of Governments  
900 Wilshire Blvd, Suite 1700  
Los Angeles, CA 90017

Re: Response to Regional Council District Evaluation Committee  
recommendation for District 54

Mr. Elder,

In response to your letter dated December 14, 2023 seeking comment on Los Angeles City Council Subregion 54, I support the recommendation by District Evaluation Committee members that no changes be made to the existing composition or number of Regional Council Districts. This committee invested important time in its analysis and evaluation. Its conclusion should be respected.

In response to the proposal put forward in a letter to the Committee dated January 17, 2024, the proposal to change the City of Santa Clarita's status to a single-city designation on the Regional Council fails to meet the first two staff recommendations accepted by the Committee:

- a.) that the District population target size and deviation (245,000-345,000, +/-50,000) remain unchanged
- b.) that District boundaries remain unchanged, with no Districts being added.

Observing these criteria, Regional Council District 54, with its current population of over 253,000 residents, retains every right to remain a single-city designation and should not be combined with the City of San Fernando - which would be the direct result of the proposal by Santa Clarita.

I fully support SCAG determining a process going forward for the evaluation of geographies that have breached threshold amounts for the 2028 District Evaluation Process. The responsible thing for the Regional Council to do is to honor the

Attachment: January 31, 2024, Letter from Los Angeles City Council District 2 (2023 District Evaluation)

recommendation its Committee has made, through this open and transparent process, by continuing the current representative makeup of the Regional Council.

Very truly yours,



Paul Krekorian  
President, Los Angeles City Council  
Councilmember, Second District

cc: Hon. Art Brown, Chair, District Evaluation Committee, SCAG  
Hon. Monica Rodriguez, Los Angeles City Councilmember, Seventh District  
Hon. Cameron Smyth, Mayor, City of Santa Clarita  
Hon. Celeste Rodriguez, Mayor City of San Fernando  
Kome Aijse, Executive Director, SCAG  
John Wickham, Assistant Chief Legislative Analyst, City of Los Angeles



# 2023 District Evaluations

Jeffery Elder, Chief Counsel

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

2023 District Evaluation

## Overview of Discussion

### Items to Consider and Discuss:

- Bylaws requirements
- 2023 Department of Finance population data
- Subregional Partner Outreach
- Subcommittee to Review Bylaws Requirements
- Recommendations

## Bylaws Requirements

- **WHEN:** Review every 5 years (years ending in “3” and “8”)
- **DATA USED:** City population data as most recently available from DOF
- **CRITERIA:** Geographic community of interest and approximately equal populations
- **OTHER FACTORS:** Districts may cross county lines, but must not cross subregional boundaries
- **INPUT:** Subregional organizations may make recommendations
- **RC DISTRICT LIMIT:** 70 Districts Permitted; Presently 69 Districts

## DOF Population Data – January 2023

- Population living in incorporated areas: Decreased approximately 2.8%
  - From 17,042,437 in 2018 to 16,569,609 in 2023
- Per District Target Population: 240,139
  - Compared to a 2018 distributed population of 246,991
- 10 multi-city Districts and 5 single-city Districts increased in population; remaining Districts decreased
  - No Districts with increased population fall outside of the statistical deviation
- No cities in multi-city Districts have populations over 245,000

## Staff Recommendation

- Based on population observations, which indicate population changes between 2018 and 2023 do not warrant changing the current District boundaries, staff recommended:
  - Population target size and deviation (245,000-345,000 with +/- 50,000) remain unchanged
  - Current District boundaries remain unchanged
  - No Districts be added
  - Staff seek input from subregional organizations regarding any changes to the current composition of the Districts in their respective subregion

## Subregional Partner Outreach

- Staff sought input from subregional partners regarding any changes to the current composition of the Districts in their respective subregion
- Received responses from 5 subregional organizations, the City of Santa Clarita (District 67), and Los Angeles City Council Districts 7 (District 54) and 2 (District 49)
- Only proposed change came from the City of Santa Clarita
  - Note: During the January 5, 2023, RC meeting, District 67 made a verbal request to consider whether City of Santa Clarita should be a single-city District, the request was discussed at the first Committee meeting

## Santa Clarita Proposal

- **Santa Clarita (City) becomes its own District**
  - Proposal based on City's current population (230,659) and population growth
  - Most populous city in multi-city District and continues to experience population growth
- **San Fernando joining District 54**
  - San Fernando shares its boundaries entirely with District 54
  - Both part of the San Fernando Valley COG
  - Population of San Fernando (23,487) and District 54 (253,100) would be within the established population range
  - They share economic, housing, transportation, climatic and social factors
  - District 54 does not regularly participate in RC meetings

## District 54 and District 49 Responses

- **District 54: support approved November recommendations and oppose City's proposal**
  - Population is 253,100 and projected to grow to 304,515, within the bounds to retain a single-city District
  - City has not met single-city District population threshold
  - Demographic data in City's letter are not criteria for single-city designation per the Bylaws
  - District would be the only to lose single-city designation to accommodate another jurisdiction that has not met the criteria
- **District 49: support approved November recommendations and oppose City's proposal**
  - City's proposal fails to meet recommendations accepted by Committee that District population target size and deviation remain unchanged and District boundaries remain unchanged with no Districts being added
  - District 54 has a population of over 253,000 and should retain its right to remain a single-city District and should not be combined with San Fernando

## Subcommittee to Review Bylaws Requirements

- Committee discussed the need to conduct a more thorough review of the District Evaluation process and the applicable Bylaws requirements
- Committee recommended that, prior to the next District Evaluation process, a Subcommittee be formed to evaluate the Bylaws requirements, conduct outreach to our subregional partners, and make recommendations on potential changes to the District Evaluation process

## Recommendation for Regional Council

- The District Evaluation Committee recommends that the Regional Council:
  - Maintain the existing population range for each District of 245,000 to 345,000 and deviation of +/- 50,000
  - Maintain the current District boundaries
  - Maintain the current number of Districts
  - Form a Subcommittee prior to the next District Evaluation process to evaluate the Bylaws requirements and make recommendations on potential changes to the process





Southern California Association of Governments  
March 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$32,500 for memberships with 1) The National Association of Regional Councils (NARC) and 2) California Contract Cities Association.

**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 February 20, 2024, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$32,500 for memberships with 1) The National Association of Regional Councils (NARC) (\$27,500) and 2) California Contract Cities Association (\$5,000). Now, the Regional Council (RC) is asked to approve up to \$32,500 for the two memberships.*

**BACKGROUND:**

**Item 1:** National Association of Regional Councils (NARC)  
**Type:** Membership      **Amount:** \$27,500

The National Association of Regional Councils (NARC) is the leading advocate for Metropolitan Planning Organizations (MPO) in Washington, D.C. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address various community planning and development opportunities and issues. NARC’s member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. NARC regularly provides solutions that positively impact American communities through effective inter-jurisdictional cooperation.

The annual dues are \$27,500, which is unchanged from last year. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG’s core responsibilities and Mission. LCMC Member Alan Wapner serves as a

Member of the NARC Board of Directors. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact members;
- Offer high-quality learning and networking opportunities for regional organizations through events, training, and technical assistance; and,
- Participate in four policy committees: Transportation, Economic & Community Development, Public Safety, and Environment & Energy, and two working groups: Communications & Government Affairs and Fiscal Officers.

---

**Item 2:** California Contract Cities Association (CCCA)

**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 comprises 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;
-



---

**PRIOR COMMITTEE ACTION:**

Staff presented the agenda item for up to \$32,500 to retain membership with 1) The National Association of Regional Councils (NARC) and 2) California Contract Cities Association (CCCA) to the LCMC at its meeting on February 20, 2024. The LCMC approved this item unanimously as part of the consent calendar.

**FISCAL IMPACT:**

\$32,500 for membership with the National Association of Regional Councils (NARC) (\$27,500) and California Contract Cities Association (CCCA) (\$5,000) is included in the approved FY 23-24 General Fund Budget.



To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: March 2024 State and Federal Legislative Update

**RECOMMENDED ACTION:**

Receive and File.

**STRATEGIC PLAN:**

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

**STATE**

**New Senator pro Tempore Mike McGuire Selects New State Senate Leadership**

California’s newly sworn-in Senate Speaker pro Tempore Mike McGuire has appointed new Chairs to lead the Senate’s policy committees and other leadership positions for the 2024 legislative year. Of importance to SCAG, Senator Nancy Skinner (D-Berkeley), previously Chair of the Senate Budget and Fiscal Review Committee, is now Chair of the Senate Housing Committee. All housing-related legislation will pass through Chair Skinner as part of the legislative process. Senator Dave Cortese (D-San Jose) is now Chair of the Senate Transportation Committee, replacing Senator Gonzalez (D-Long Beach). All transportation-related bills will pass through Chair Cortese as part of the legislative process.

Furthermore, all bills identified to have a fiscal impact on the State of California will now pass through Senator Anna M. Caballero (D-Merced), the new Chair of the Senate Appropriations Committee, replacing Senator Portantino (D-Burbank). This means that all bills that have a fiscal impact, including those related to housing, transportation, or climate-related issues, will pass through Chair Caballero.

Critically, Senator Scott Wiener (D-San Francisco) is now Chair of the Senate Budget and Fiscal Review Committee. Chair Wiener will thus play a critical role in managing the California State Budget, which currently proposes significant cuts to programs important to SCAG, including the Regional Early Action Planning (REAP) 2.0 funding, Infill Infrastructure Grant (IIG), and Active Transportation Program (ATP). Budget items related to general government and housing will

continue to pass through Senator Steve Padilla (D-San Diego/Imperial County), who remains Chair of Senate Budget Subcommittee No. 4. Budget items related to transportation will now also pass through Senator Aisha Wahab (D-Hayward), who is now Chair of Senate Budget Subcommittee No. 5 on Transportation.

Additionally, pro Tempore McGuire appointed Senator Lena Gonzalez (D-Long Beach) as Majority Leader, his former position. Majority Leader Gonzalez is now responsible for managing the day-to-day tasks of the Senate.

### **The LAO Estimates California's Budget Deficit Grew by \$15 Billion to \$78 billion**

On February 20, 2024, the Legislative Analyst's Office (LAO) provided a budget update, given that revenue collection data has continued to be weak compared to initial forecasts. While the LAO had initially estimated a \$58 billion deficit, it now estimates a \$73 billion deficit. The LAO now estimates that revenues will fall \$24 billion short of the Governor's estimates across the 2022-23 and 2024-25 budgets, which equals a \$15 billion increase in the deficit from a \$58 billion to \$73 billion estimated budget problem. The LAO has noted that the Governor and Legislature have various options to address this gap, including increasing revenue, further decreasing one-time and ongoing funding, or further utilizing the reserves or shifting costs. Thus, the LAO estimates that the Governor will have to solve a significantly bigger budget problem in the May Budget Revision.

### **California Energy Commission Invests \$1.9B in Zero-Emission Transportation Sector**

On February 20, 2024, California reaffirmed its dedication to expanding its zero-emission transportation sector through a substantial investment of \$1.9 billion. The California Energy Commission authorized this funding to facilitate infrastructure development for zero-emission vehicles of various sizes throughout the state. This financial allocation will lead to the establishment of the most extensive network of charging stations and hydrogen refueling stations in the nation, with the installation of 40,000 new chargers statewide. Specifically, over 50 percent of the \$1.9 billion will be allocated over the next four years to benefit priority populations. This investment is part of California's broader \$48 billion Climate Commitment, which includes \$10 billion specifically earmarked for zero-emission vehicles and related infrastructure. These endeavors align with the state's ambitious environmental objectives and seek to diminish greenhouse gas emissions from the transportation sector.

## **FEDERAL**

---

### **EPA Takes Step to Reject the South Coast Air Quality Management District's Ozone Reduction Plan**

On February 2, 2024, the United States Environmental Protection Agency released a draft decision seeking to reject the South Coast Air Quality Management District's (SCAQMD) ozone reduction plan. The EPA is required to finalize its decision by July 1 due to a legal battle between local

---

regulators and environmental groups that sued the US EPA for taking more than two years to approve the SCAQMD's ozone reduction plan. SCAQMD and the California Air Resources Board (CARB) initially submitted the ozone reduction plan to the US EPA in December 2019, which relies heavily on federal action and future technology to meet ozone reduction requirements. The US EPA asserts that state regulators do not have the authority to include federal action as part of their plans. However, the SCAQMD argues that the US EPA knows state and regional regulations aren't enough to meet federal air quality standards on their own. The US EPA also asserts that state regulators can't use future technology that doesn't exist yet as part of their plans without alternatives in place in case future technology doesn't reduce emissions as much as predicted in air quality plans. If the plan is rejected, the region could face escalating consequences, including the US EPA withholding federal highway funds after six months or releasing its own ozone reduction plan for the region after 24 months. The US EPA's draft decision is open for a 30-day public comment period, which would close on March 4, 2024. However, SCAG and other agencies in the region have requested an extension.

#### **Fiscal Year (FY) 2024 Appropriations Update**

The federal government's current fiscal year (FY) began on October 1, 2023. Congress funds the federal government's various agencies and branches through twelve annual spending bills. Congress has yet to agree on their appropriations, but on November 17, 2023, passed a two-pronged Continuing Resolution (CR) to fund the government in the meantime. The first bill in the resolution funded the Transportation-Housing and Urban Development (T-HUD), the Energy Department, Veterans Affairs, and the military until January 19, 2024. The second bill funded the rest of the government until February 2, 2024. As the CR expired and Congress failed to successfully concur on appropriations, they extended funding until March 1, 2024, and March 8, 2024. At the time of writing this report, it was unclear whether Congress would be able to pass a full budget or another CR to prevent a partial or full shutdown before the March 1 or March 8, 2024, deadlines, especially as the House was set to be in recess until February 28, 2024, leaving only a few days before the first deadline.

Of importance to SCAG, T-HUD appropriations fund the Department of Transportation for its Federal Aviation Administration (FAA), Federal Highway Administration (FHAA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and others, and to the Department of Housing and Urban Development for its housing programs, including housing vouchers. Before the January 19 and February 2, 2024, deadlines, the two houses of Congress were far apart in their appropriations, with the Republican-led Congress proposing to significantly cut T-HUD. However, the newest CRs do not have as steep budget cuts in efforts to finally pass the appropriations. Once Congress finally concurs on T-HUD appropriations, SCAG will better understand the federal budget on key transportation and housing items that shape the Southern California region.

**Biden Administration Slows the Shift to Electric Cars**

The Biden Administration is restoring California’s authority to set its own vehicle emission standards, a power curtailed during the Trump Administration. In 2023, the Environmental Protection Agency (EPA) introduced regulations such that 67 percent of sales of new cars would be all-electric by 2032. Right now, that number is about 7.6 percent. The EPA’s proposal would significantly shake up the American automobile market and justify the need for more electric charging stations. However, the Biden Administration is seeking to slow this transition: automakers and labor unions have pushed Biden to slow this plan.

By reviving California’s autonomy, the Biden Administration seeks to advance its climate agenda, aiming to mitigate the effects of climate change by reducing greenhouse gas emissions from automobiles, but at a slower pace than the EPA initially proposed. Under the reinstated standards, California can impose stricter requirements on automakers, incentivizing the production of more fuel-efficient and electric vehicles. The move aligns with President Biden’s broader strategy to promote clean energy and combat environmental degradation, signaling a renewed commitment to climate action at the federal level.

However, the decision is likely to spark legal battles, as it contradicts the previous Trump Administration’s stance and clashes with some industry groups’ interests. These groups may challenge the administration’s authority to restore California’s waiver, arguing that it undermines national consistency in vehicle regulations and imposes undue burdens on manufacturers. Nevertheless, the Biden Administration remains steadfast in its determination to prioritize environmental protection, viewing the restoration of California’s emission standards as a crucial step towards achieving its climate goals and fostering a transition to a more sustainable transportation sector.

**Federal Notices of Funding Opportunities (NOFOs) Update**

In 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law provides \$1.2 trillion in total spending over five years, \$110 billion of which is made available through competitive grant funding. These historic levels of investment in transportation grant programs have allowed areas in the SCAG region to apply for funding for critical infrastructure improvement projects.

Below is a current list of open NOFOs issued for transportation and sustainability-related competitive programs:

Program	Deadline	Agency
<b>Currently Open Grant Opportunities</b>		
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	February 28, 2024	DOT Office of the Secretary



Bridge Investment Program – Bridge Projects	March 19, 2024	Federal Highway Administration
Climate Pollution Reduction Grant Program	April 1, 2024	Environmental Protection Agency
Port Infrastructure Development Program (PIDP)	Apr 30, 2024	Maritime Administration
Bridge Investment Program – Large Bridges	August 1, 2024	Federal Highway Administration
Environmental and Climate Justice Program Community Change Grants	November 21, 2024	Environmental Protection Agency
<b>Upcoming Grant Opportunities</b>		
PROTECT Grant Program	FY24 NOFO expected Q2 2024	Federal Highway Administration
Electric Vehicle (EV) Charging and Refueling Infrastructure Program	FY24 NOFO expected Q2 2024	Federal Highway Administration
Active Transportation Infrastructure Investment Program	FY24 NOFO expected Winter 2024	Federal Highway Administration
Bus and Bus Facilities Grant Program	FY24 NOFO expected Q1 2024	Federal Transit Administration
Low-No Emission Buses Grant Program	FY24 NOFO expected Q1 2024	Federal Transit Administration
Digital Equity Competitive Grants	FY24 NOFO expected Q1 2024	National Telecommunications and Information Administration
National Infrastructure Project Assistance (MEGA)	FY24 NOFO expected Q2 2024	Office of the Secretary of Transportation, U.S. Department of Transportation
Nationally Significant Freight and Highway Projects (INFRA)	FY24 NOFO expected Q2 2024	Office of the Secretary of Transportation, U.S. Department of Transportation
Safe Streets and Roads for All	FY24 NOFO expected February 2024	Office of the Secretary of Transportation, U.S. Department of Transportation





**FISCAL IMPACT:**

Work associated with the March 2024 State and Federal Legislative Update is within the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
March 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** RHNA Reform Legislative Update

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*This report provides the Executive/Administration Committee (EAC) and Regional Council (RC) with an update on SCAG’s legislative efforts to sponsor state legislation that would improve the Regional Housing Needs Assessment (RHNA) program, following discussions from the February 20, 2024, meeting of the Legislative/ Communications and Membership Committee (LCMC).*

**BACKGROUND:**

On Tuesday, February 20, 2024, SCAG staff provided members of the LCMC with an update on SCAG’s legislative efforts this year to introduce state legislation to improve the Regional Housing Needs Assessment (RHNA) program amidst California’s proposed budget cuts.

At the January 4, 2024, meeting, the Regional Council directed staff to work with SCAG lobbyists to develop legislative language, identify and obtain a legislative author, and advocate for the successful passage of two separate legislative bills, as follows:

- **Increased RHNA Transparency Measures** – Require the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing a region’s RHNA determination and require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region; and

- **RHNA Trade and Transfer** – Reinstatement of a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.

Since the January meeting, staff has met with several stakeholders including the offices of Assemblymember Juan Carrillo (D-Palmdale), who is Chair of the Assembly Local Government Committee, and Assemblymember Sharon Quirk-Silva (D-Fullerton), a member of the Assembly Housing and Community Development Committee and Chair of the Assembly Budget Subcommittee No. 5, which has jurisdiction over housing policy. SCAG staff started outreach with these two legislators given their influential positions in Sacramento, but also because they are both former members of the SCAG Regional Council.

SCAG proceeded with Assemblymember Carrillo's office to produce unbacked legislative language from the Office of Legislative Counsel. An unbacked bill is a bill that has been drafted by Legislative Counsel but does not yet have an author. Unbacked bills are often drafted as a placeholder while the sponsor (in this case SCAG) searches for a legislator to author and introduce the bill.

Chair Carrillo then agreed to author a bill for SCAG that would increase transparency measures surrounding the development of the regional RHNA determination. Chair Carrillo introduced AB 2485 for this purpose, though the bill is currently in "spot bill" form. Legislators use spot bills to indicate an intention to author a bill on a specific topic before all the details and exact language is developed. As a spot bill, AB 2485 will be amended at a later date, likely before its first committee hearing, with more substantive language.

To date, SCAG staff has not received support for a legislative bill that would reauthorize the use of Trade and Transfer in the RHNA program.

In his January budget, Governor Newsom proposed a \$300 million reversion of the REAP 2.0 program. REAP 2.0 is a \$600 million program intended to accelerate progress toward California's housing and climate goals. This proposal would be devastating to SCAG region cities, counties, transportation agencies, and tribal governments. As such, SCAG has been building a coalition across the region and state to advocate for the protection of these funds.

To conclude the update, staff suggested focusing on the successful passage of AB 2485, the bill authored by Assemblymember Carrillo, and protecting funding for the REAP program this year and during SCAG's Sacramento Summit. While SCAG's adopted State Legislative Platform includes 74 unique policy statements under 18 themes, staff will, from time to time, recommend focusing on certain efforts based on their potential impact to SCAG and their opportunity for success.



Following the staff update, LCMC members inquired about AB 2361, a bill by Assemblymember Laurie Davies (R-Laguna Niguel) that would allow jurisdictions only in the counties of Orange and San Diego to exchange their RHNA allocations. Because support for trade and transfer remains a priority in SCAG’s adopted legislative platform, SCAG will engage with Assemblymember Davies’s office to share SCAG’s perspectives on the trade and transfer concept, specifically the equity guardrails that would improve the concept relative to its previous version that was stricken from state law.

Following a robust discussion among LCMC members, a consensus was reached for SCAG staff to focus its advocacy efforts on AB 2485 and protecting funding for the REAP program.

**FISCAL IMPACT:**

Work associated with the February 2024 RHNA Advocacy Update is contained in the Indirect Cost Budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. RHNA Transparency Measures Unbacked Language
2. RHNA Trade and Transfer Unbacked Language

51955

UNBACKED

01/31/24 04:47 PM  
RN 24 04206 PAGE 1

An act to amend Section 65584.01 of the Government Code, relating to land use.



Attachment: RHNA Transparency Measures Unbacked Language (RHNA Reform Legislative Update)

## THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 65584.01 of the Government Code is amended to read:

65584.01. For the fourth and subsequent revision of the housing element pursuant to Section 65588, the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing for each region in the following manner:

(a) (1) The department's determination shall be based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. If the total regional population forecast for the projection year, developed by the council of governments and used for the preparation of the regional transportation plan, is within a range of 1.5 percent of the total regional population forecast for the projection year by the Department of Finance, then the population forecast developed by the council of governments shall be the basis from which the department determines the existing and projected need for housing in the region. If the difference between the total population projected by the council of governments and the total population projected for the region by the Department of Finance is greater than 1.5 percent, then the department and the council of governments shall meet to discuss variances in methodology used for population projections and seek agreement on a population projection for the region to be used as a basis for determining the existing and projected housing need for the region. If agreement is not reached, then the population projection for the region shall be the population projection for the region prepared by the Department of Finance as may be modified by the department as a result of discussions with the council of governments.

(2) The department shall publish on its internet website the population projections produced by the Department of Finance prior to meeting and consulting with the council of governments pursuant to subdivision (b).

(b) (1) At least 26 months prior to the scheduled revision pursuant to Section 65588 and prior to developing the existing and projected housing need for a region, the department shall meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs. The council of governments shall provide data assumptions from the council's projections, including, if available, the following data for the region:

(A) Anticipated household growth associated with projected population increases.

(B) Household size data and trends in household size.

(C) The percentage of households that are overcrowded and the overcrowding rate for a comparable housing market. For purposes of this subparagraph:

(i) The term "overcrowded" means more than one resident per room in each room in a dwelling.

(ii) The term "overcrowded rate for a comparable housing market" means that the overcrowding rate is no more than the average overcrowding rate in comparable regions throughout the nation, as determined by the council of governments.

(D) The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures.



(E) The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs. For purposes of this subparagraph, the vacancy rate for a healthy rental housing market shall be considered no less than 5 percent.

(F) Other characteristics of the composition of the projected population.

(G) The relationship between jobs and housing, including any imbalance between jobs and housing.

(H) The percentage of households that are cost burdened and the rate of housing cost burden for a healthy housing market. For the purposes of this subparagraph:

(i) The term “cost burdened” means the share of very low, low-, moderate-, and above moderate-income households that are paying more than 30 percent of household income on housing costs.

(ii) The term “rate of housing cost burden for a healthy housing market” means that the rate of households that are cost burdened is no more than the average rate of households that are cost burdened in comparable regions throughout the nation, as determined by the council of governments.

(I) The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the data request.

(2) The department may accept or reject the information provided by the council of governments or modify its own assumptions or methodology based on this information. ~~After consultation with the council of governments, the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (I), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments. The methodology submitted by the department may make adjustments based on the region’s total projected households, which includes existing households as well as projected households.~~

(3) For the seventh and subsequent revisions of the housing element pursuant to Section 65588, the department shall assemble and convene an advisory panel to advise the department on its assumptions and methodology it shall use. The panel shall be composed of all of the following:

(A) A United States Census Bureau-affiliated practitioner.

(B) An expert on the data described in subparagraphs (A) to (I), inclusive, of paragraph (1).

(C) A representative from the council of governments.

(4) After consultation with the council of governments and, for the seventh and subsequent revisions of the housing element pursuant to Section 65588, the advisory panel described in paragraph (3), the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (I), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments and publish these determinations on the department’s internet website. The methodology submitted by the department may make adjustments based on the region’s total projected households, which includes existing households as well as projected households.



(c) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (b). The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan. Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.

(2) The objection shall be based on and substantiate either of the following:

(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (a), and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.

(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (b). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (b), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (b).

(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made.

(d) Statutory changes enacted after the date the department issued a final determination pursuant to this section shall not be a basis for a revision of the final determination.

- 0 -





## LEGISLATIVE COUNSEL'S DIGEST

Bill No.  
as introduced, \_\_\_\_\_.  
General Subject: Regional housing need: determination.

The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. That law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development (department) to determine the existing and projected need for housing for each region, as specified. That law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region in a specified manner. That law requires the department's determination to be based upon population projections produced by the Department of Finance, as specified. That law also requires the department to meet and consult with the council of governments regarding the assumptions and methodologies to be used to determine each region's housing need and requires the council of governments to provide data assumptions from the council of governments' projections, as specified. That law authorizes the department to accept or reject the information provided by the council of governments and, after consultation with each council of governments, to make determinations on the council of governments' data assumptions and the methodology the department will use to determine each region's housing need. That law requires the department to provide its determinations to each council of governments, as specified.

This bill would require the department to publish on its internet website the population projections produced by the Department of Finance before meeting with the council of governments. The bill would also require the department, for the 7th and subsequent revisions of the housing element, to assemble and convene an advisory panel that includes, among others, an expert on the data assumptions by each council of governments to advise the department on the assumptions and methodology it will use to determine each region housing need. The bill would also require the department to consult with the advisory panel before making determinations on the council of governments' data assumptions and methodology it will use to determine each region's housing need for the 7th and subsequent revisions of the housing element. The bill would also additionally require the department to publish its determination on its internet website.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.



94763

UNBACKED

01/29/24 03:27 PM  
RN 24 04211 PAGE 1

An act to add Section 65584.8 to the Government Code, relating to housing.



240421194763BILL  
Attachment: RHNA Trade and Transfer Unbacked Language (RHNA Reform Legislative Update)

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 65584.8 is added to the Government Code, to read:

65584.8. (a) For the seventh and subsequent revision of the housing element pursuant to Section 65588, a city or county may, by agreement, transfer all or a portion of its allocation of regional housing need to a transferee city or county if all of the following conditions are met:

(1) The transfer occurs during the period between adoption of a final regional housing needs allocation and the due date of the housing element update under Section 65588.

(2) The transfer occurs between a county and a city within that county or between cities within the same county.

(3) The transferring city or county agrees to pay the transferee city or county an amount determined under the agreement to fund either of the following:

(A) Units for very low, low-income, moderate-income, and above moderate income households, including, but not limited to, public improvements, public services, and community amenities related to the units.

(B) Rental assistance programs.

(b) For purposes of this section, the following definitions shall apply:

(1) "Transferee city or county" means a city or county that accepts a transfer of all or a portion of the allocation of regional housing need from a transferring city or county pursuant to this section.

(2) "Transferring city or county" means a city or county that transfers all or a portion of its allocation of regional housing need to a transferee city or county pursuant to this section.

(3) "Very low income households" means as defined by Section 50105 of the Health and Safety Code.

(4) "Low-income households" means "lower income households" as defined by Section 50079.5 of the Health and Safety Code.

(5) "Moderate-income households" means "persons and families of low or moderate income" as defined by Section 50093 of the Health and Safety Code.

(6) "Above moderate income households" means persons and families whose income exceeds the moderate-income level of Section 50093 of the Health and Safety Code.

- 0 -



LEGISLATIVE COUNSEL'S DIGEST

Bill No. \_\_\_\_\_  
as introduced, \_\_\_\_\_.  
General Subject: Regional housing need; transfer of allocation.

The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other specified mandatory elements, a housing element. That law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. That law further requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements. The law requires that the housing element include an inventory of land suitable for residential development and requires that inventory to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the city's or county's share of the regional housing need. The law establishes due dates for subsequent updates of the housing element.

This bill would, for the 7th and subsequent revisions of the housing element, authorize a city or county, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county. The bill would allow the transfer if the transfer occurs during the period between adoption of a final regional housing needs allocation and the due date of the housing element update, the transfer occurs within the same county, and the transferring city or county agrees to pay the transferee city or county an amount under the agreement for specified purposes, including, among other things, units for very low, low-income, moderate-income, and above moderate income households, as defined.

Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.





Southern California Association of Governments  
March 7, 2024

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Lijin Sun, Principal Planner  
213-236-1804, sunl@scag.ca.gov

Subject: Status Update on U.S. Environmental Protection Agency Proposed  
Disapproval of South Coast Air Quality Management District's 2019  
Contingency Measure Ozone State Implementation Plan

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On February 2, 2024, U.S. Environmental Protection Agency (EPA) published in the Federal Register a proposed disapproval of South Coast Air Quality Management District's (AQMD) 2019 Contingency Measure State Implementation Plan (SIP) for the 1997 federal ozone standard in the South Coast Air Basin. The EPA action was a follow-up to a proposed consent decree regarding the two lawsuits filed respectively by the AQMD and three environmental organizations to compel EPA to act on the SIP. If finalized as proposed, the disapproval would trigger a 24-month highway sanction clock. Furthermore, if the underlying issue is not fully addressed within the 24-month highway sanction clock period, a highway sanction and a federal air plan would be imposed in the South Coast Air Basin, which covers the entire Orange County and the urbanized areas of Los Angeles, Riverside, and San Bernardino counties. This staff report provides background information on this issue, including a summary of the latest significant development since the lawsuits and implications of EPA's proposed disapproval. Staff is proactively addressing the proposed SIP disapproval and will continue to provide RC with timely status updates in the future as appropriate.*

**BACKGROUND:**

- I. Notices of Intent (NOIs) to Sue EPA and Subsequent Lawsuits

Staff previously provided RC and Policy Committees with a comprehensive update on the potential lawsuits that the South Coast Air Quality Management District (AQMD) and Earthjustice (a non-profit environmental law organization) intended to file against the U.S. Environmental Protection Agency (EPA). The July 7, 2022 staff report covered background information on AQMD's 2019 Contingency Measure State Implementation Plan (SIP and also referred as "Plan") for the 1997 federal 8-hour ozone standard, summary of two separate notices of intent (NOIs), and implications of the NOIs (<https://scag.ca.gov/sites/main/files/file-attachments/rc070722fullpacket.pdf>, Item 24).

Subsequently in April and May 2023, AQMD and three environmental organizations (East Yard Communities for Environmental Justice, People's Collective of Environmental Justice, and Sierra Club) followed through on their respective NOIs and sued EPA. The lawsuits alleged that EPA had failed to act on AQMD's 2019 Contingency Measure SIP by the statutory deadline of July 1, 2021 and were filed to compel EPA to take action on the SIP. In November 2023, the two lawsuits were consolidated into one lawsuit (collectively, "AQMD et al.").

It is important to note that this is one of three active lawsuits in the SCAG region (the other two lawsuits are not related and are concerning EPA final limited disapprovals of Mojave Desert AQMD and Antelope Valley AQMD's respective new stationary source review and permitting programs).

### *1. Overview of Contingency Measures under the Federal Clean Air Act*

Contingency measures are additional measures required under the federal Clean Air Act (CAA) to reduce emissions if a nonattainment area fails to meet a federal air quality standard by the required date; or fails to meet a major milestone [e.g., reasonable further progress (RFP) requirement]. They must be above and beyond existing requirements and are intended to get a nonattainment area back on the path of attainment.

### *2. AQMD's 2019 Contingency Measure Ozone SIP*

The South Coast Air Basin (comprised of the urbanized areas of Los Angeles, Riverside, and San Bernardino Counties and the entire Orange County) is required to address the 2016 Air Quality Management Plan (AQMP)'s emission reduction commitments. The Plan was developed jointly by AQMD and the California Air Resources Board (CARB) to meet the 2023 statutory deadline of attaining the 1997 federal 8-hour ozone standard in compliance with the provisions of federal CAA Section 182(e)(5) and was subsequently submitted to EPA on December 31, 2019.

The 2019 Contingency Measure Plan highlights the critical need for federal regulatory actions and/or funding to address emission sources under federal jurisdiction including aircraft, ocean-going vessels, locomotives, and out-of-state trucks in order to meet the federal air quality standard. Furthermore, the Plan assumed/assigned 69 of the needed 108 tons per day of nitrogen oxides

(NOx) reduction from federal measures or funding by 2023. This is in addition to regulatory actions, programs, and incentive funding that South Coast AQMD and CARB have developed to achieve emission reductions. The 2019 Contingency Measures Plan applies to the South Coast Air Basin but does not apply to the Coachella Valley portion of Riverside County in the Salton Sea Air Basin.

## II. Proposed Consent Decree

On January 18, 2024, EPA published a notice of proposed consent decree in the Federal Register (89 FR 00827, <https://www.govinfo.gov/content/pkg/FR-2024-01-18/pdf/2024-00827.pdf>). The proposed consent decree is to address the now-consolidated lawsuit and is a complete settlement of all claims mutually agreed by AQMD et al. and EPA.

Pursuant to the proposed consent decree, EPA must take one of four actions on AQMD's 2019 Contingency Measure Plan no later than July 1, 2024: 1) fully approve; 2) fully disapprove; 3) conditionally approve; or 4) approval in part and disapprove in part. The July 1, 2024 deadline may be extended by (a) written stipulation of the Parties with notice to the Court, or (b) by the Court upon motion of EPA for good cause. Additionally, under the proposed Consent Decree, AQMD et al., through CARB, has the option to withdraw the Plan. Then, EPA does not need to take any action on the Plan. Although the proposed consent decree establishes a deadline for EPA's final action, it does not indicate or imply which action EPA must take.

The publication of the proposed consent decree in the Federal Register initiated a 30-day public review and comment period from January 18, 2024 to February 20, 2024. After the public review and comment period is closed, EPA Regional Administrator and/or the U.S. Attorney General would consider written public comments on the proposed consent decree. The consent decree is expected to be finalized as proposed, and dismissal of the consolidated lawsuit is expected to occur afterwards.

## III. EPA Proposed Disapproval of AQMD's 2019 Contingency Measure Ozone SIP

On February 2, 2024, EPA published a proposed rule to disapprove AQMD's 2019 Contingency Measure SIP in the Federal Register (89 FR 02082, <https://www.govinfo.gov/content/pkg/FR-2024-02-02/pdf/2024-02082.pdf>). The publication of the proposed disapproval in the Federal Register initiated a 30-day public review and comment period on February 2, 2024. Public comments on the proposed disapproval must be received on or before March 4, 2024.

Based on a review of the proposed rule, EPA identified two deficiencies in AQMD's 2019 Contingency Measure SIP to support the proposed disapproval. First, CARB/AQMD portion of contingency measures could not be implemented because they were not yet developed at the time when the Plan was submitted. This was inconsistent with the federal CAA provisions, which require

submission of contingency measures that can be implemented in the event the Extreme ozone nonattainment area fails to attain as a result of the state's inability to fully implement new technology measures. Second, AQMD's 2019 Contingency Measure's assignment of NOx emission reductions to federal measures and sources subject to federal authority is not approvable as a matter of law. Specifically, states (e.g., CARB/AQMD) do not have authority under the federal CAA or the U.S. Constitution to assign or shift SIP responsibilities to federal government.

#### **IMPLICATIONS OF EPA PROPOSED DISAPPROVAL:**

##### **I. Highway Sanction Clocks and Sanctions**

Pursuant to federal CAA, local air districts and the CARB are responsible for preparing air quality SIPs in California to fulfill air quality planning requirements to attain applicable national ambient air quality standards established by EPA. A SIP deficiency (e.g., SIP disapproval or finding of failure to submit a required SIP) and, if finalized by EPA, will trigger: an 18-month stationary sanction clock and a 24-month highway sanction clock.

If the underlying deficiency is not resolved within 18 months, the first imposed sanction would be the offset sanction on stationary sources impacting the AQMD's ability to issue new or modified permits for major facilities. Major facilities may include, but not limited to, refineries, landfills, manufacturing facilities, water treatment and recycling facilities, and waste management facilities that are located within the South Coast Air Basin portion of the AQMD's jurisdiction.

If within six additional months (or 24 months after disapproval becomes effective) the underlying deficiency is still not resolved, highway sanction will apply. A highway sanction is prohibition on federal approval or award of any federal grants to highway projects in the sanctioned area unless projects are exempt. It is important to note that a highway sanction was previously imposed in Imperial County in 2012, triggered by EPA's disapproval of a rule of the Imperial County Air Pollution Control District that is not directly related to any transportation plan, program, or project.

Both offset and highway sanctions are federal CAA-mandatory sanctions (not discretionary) (CAA Section 179). To turn off the sanction clocks that are triggered by EPA disapproval, AQMD/CARB must complete their respective public process to develop, adopt, and submit a subsequent SIP revision to correct deficiencies identified in EPA's disapproval, and then EPA must approve the corrective actions before the highway sanction imposition deadline.

In this case, given the extraordinary difficulty in resolving the underlying issues identified in AQMD's 2019 Contingency Measure SIP, there are no easy solutions to resolve the deficiencies and lift the highway sanction once imposed.



Highway sanction has serious consequences on transportation projects and the region's economy and jobs. If EPA finalizes disapproval of AQMD's 2019 Contingency Measure SIP by July 1, 2024, and the underlying deficiencies are not resolved within the 24-month highway sanction clock period, imposition of highway sanction is anticipated around July 2026 – during the year (2026) when the Los Angeles area is set to host the 2026 FIFA World Cup matches and two years before Los Angeles hosts the 2028 Summer Olympics.

## II. Federal Implementation Plan (FIP)

In addition to the sanctions, EPA's disapproval of AQMD's 2019 Contingency Measure SIP, if finalized as proposed, would trigger a requirement on EPA to promulgate a non-discretionary FIP within 24 months upon effectiveness of final disapproval (CAA Section 110(c)). The highway sanction and FIP clock commence in parallel when EPA's disapproval is effective. In other words, the FIP clock also runs for 24 months when EPA finalizes the disapproval. The FIP is turned off only after EPA approves a subsequent SIP revision before the promulgation. Based on a review of EPA's recent proposed FIP for the San Joaquin Valley's PM<sub>2.5</sub> Contingency Measure Plan, a FIP can include state and local measures, not limited to only federal measures.

### **STAFF'S PROACTIVE EFFORTS TO ADDRESS EPA PROPOSED DISAPPROVAL:**

SCAG staff at all levels takes the anticipated highway sanction from EPA proposed disapproval very seriously and is addressing the proposed disapproval proactively to prevent EPA from finalizing the disapproval of AQMD's 2019 Contingency Measure Plan and the resultant imposition of highway sanction in the South Coast region.

The first critical step is to provide comments back to the EPA on substantial negative consequences of this proposed disapproval action during the 30-day public review and comment period, which concludes March 4, 2024. Anticipating this step, SCAG Executive Director, Chief Planning Officer, and Chief Counsel met with South Coast AQMD counterparts to discuss this pending action and coordinate responses. Subsequently, SCAG Executive Director informed County Transportation Commissions (CTCs) Executive Directors about the pending action and a proposal for a regional comment letter to EPA. At the SCAG and CTCs Planning Directors bi-monthly briefing on February 13, 2024, SCAG staff provided a more detailed reporting on this issue.

Because this anticipated highway sanction clock is concerning a SIP from the South Coast AQMD, corrective actions by the South Coast AQMD and a subsequent approval by EPA are required to pause or turn off highway sanction clock. SCAG Executive Director and Management have been engaging and will continue to engage with management and planning staff of South Coast AQMD and EPA.



---

In addition, at SCAG staff's request, staff representatives of EPA and South Coast AQMD have reported and will continue to report on the status of the proposed disapproval at SCAG's monthly Transportation Conformity Working Group meetings.

Finally, SCAG conformity and FTIP staff are conducting internal evaluations and informal interagency consultation on potential impacts of highway sanction and will provide periodic updates to RC, EEC, and/or the TC in the future as appropriate.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2023-24 Overall Work Program (24-025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 9  
REPORT

Southern California Association of Governments  
March 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Purchase Orders, Contract and Amendments below Regional Council's  
Approval Threshold

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**BACKGROUND:**

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000:

<u>Consultant/Contract #</u>	<u>Description</u>	<u>Amount</u>
Carahsoft Technology Corp.	Cloud Management	\$62,174
CALCOG	CALCOG Membership	\$46,200
Cornerstone, Inc.	Online Learning	\$41,344
PlanetBids, Inc.	Online Bidding	\$16,271
Association of Metropolitan Planning Org.	MPO Membership	\$15,000
Lindsay and Sons	2023 Economic Summit Keynote Speaker	\$10,000
Intelligent Transport. Society of America	Public Sector Membership	\$10,000
Viet Hoang	Legal Services	\$9,999
Adorama, Inc.	Camera Control Console	\$7,849
Accent on Languages, Inc.	Translation Services	\$7,650
Coalition for Americas Gateway and Trade	Membership	\$7,500
Frans Technology, Inc.	Custom Cit Acrylic Plaques	\$6,708

SCAG executed the following Contracts for more than \$25,000 but less than \$500,000:



---

<u>Consultant/Contract #</u>	<u>Description</u>	<u>Amount</u>
CPCS Transcom, Inc. (21-048-MRFP-14)	The consultant will provide support for SCAG’s grant application for the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.	\$64,989
Velosio, Inc. (23-025-C01)	The consultant will provide ad hoc support and consultation, and enhancement for the Microsoft Dynamics GP system.	\$180,600

SCAG executed the following Contract Amendments for more than \$5,000 but less than \$150,000 and 30% of the initial contract value:

<u>Consultant/Contract #</u>	<u>Amendment’s Purpose</u>	<u>Amount</u>
WSP USA, Inc. (21-033-C01, Amend. 4)	The consultant will continue to support model improvement and validation of the SCAG Activity-Based Model (ABM) for SCAG’s 2024 Connect SoCal.	\$64,071
EcolInteractive, LLC (18-011A-C01, Amend. 10)	The consultant will continue to support SCAG’s Federal Transportation Improvement Program (FTIP) database to ensure that projects in the FTIP comply with state and federal funding while providing time to process a new procurement for the FTIP Application System.	\$106,260

**ATTACHMENT(S):**

1. Contract Summary 21-048-MRFP-14
2. Contract Summary 23-025-C01
3. Contract Summary 21-033-C01, Amend. 4
4. Contract Summary 18-011A-C01, Amend. 10

**CONSULTANT CONTRACT NO. 21-048-MRFP-14**

**Recommended Consultant:**

CPCS Transcom, Inc.

**Background & Scope of Work:**

As the primary metropolitan planning agency in the Southern California region, the Southern California Association of Governments (SCAG) is seeking support in developing applications for federal discretionary funding programs in multiple areas, including transportation and air quality. SCAG will continue to lead regional and state and federal transportation and air quality policies to improve the quality of life for Southern California residents, businesses, and visitors. To support regional planning efforts, SCAG is intending to pursue the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

The Consultant has demonstrated experience writing grants related to goods movement, freight planning, air quality, and pollution prevention planning/program development.

The Consultant was selected from SCAG’s existing Transportation Planning bench of contractors to complete the RAISE grant application by the deadline of February 28, 2024.

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

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

- Support SCAG’s preparation of a competitive application for funding to prepare an updated comprehensive sustainable goods movement plan.
- Additional grant funding for the plan will allow SCAG to deliver the complete scope of the proposed Goods Movement Plan and deliver on a timeline that aligns with the completion of the 2028 Connect SoCal.

Key deliverables for this project include:

- Complete the application package, including all forms and supporting documentation.
- Additional graphics, maps, and analysis results that will support the application and improve its competitiveness in the RAISE program.

**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.
- Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**Contract Amount:**

<b>Total not to exceed</b>	<b>\$64,988.93</b>
CPCS Transcom, Inc. (prime consultant)	\$59,968.78
Transpo Group USA, Inc. (subconsultant)	\$5,020.15

Note: CPCS Transcom, Inc. originally proposed \$72,233.35, but staff negotiated the price down to \$64,988.93 without reducing the scope of work.

**Contract Period:** January 22, 2024 through February 29, 2024

**Project Number(s):** 315-4898E.01 \$64,988.93

Funding source(s): Transportation Development Act (TDA)

Funding of \$64,988.93 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 315-4898E.01.

**Request for Proposal (RFP):** SCAG staff notified 21 firms on the transportation planning bench of the release of RFP 21-048-MRFP-14 via email. SCAG received the following three (3) proposals in response to the solicitation:

- CPCS Transcom, Inc: \$72,233.35
- Iteris, Inc: \$67,409.58
- Mark Thomas & Company Inc: \$37,758.45

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Jonathan Raspa, Senior Regional Planner, SCAG  
Prithvi Deore, Associate Regional Planner, SCAG  
Ryan Laws, Associate Regional Planner, SCAG

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

- Demonstrated an excellent understanding of the project's needs by:
  - Indicating the requirements of the RAISE grant program and differentiated how planning grants are approached differently than capital infrastructure grants.
  - Brought team members with extensive experience in freight planning and at the MPO level for regions with complex freight needs including Chicago, Atlanta, and the SCAG region.
- Provided the best technical approach, clearly outlining the specific milestones through completion of application materials and submittal. Showing a thorough understanding of the process.
  - CPCS team also brought specific USDOT funding and freight specialists to their team, with demonstrated experience in planning grant applications.

- Given the short timeline, CPCS brought a larger team to work concurrently on multiple deliverables.
- Provided the best overall value for the level of effort proposed:
  - Had a clear work plan for schedule adherence and each component of the application.
  - Had specific team members assigned to discrete tasks, with a balance between senior/QA-QC staff and production staff.
- Proposed the most realistic price to perform the complete scope of work at an acceptable level of quality, and within the constrained schedule window.

Although other firm(s) proposed a lower price(s), the PRC did not recommend this/these firm(s) for contract award because this firm(s):

- Demonstrated less relevant experience with the task compared to the selected firm.
  - Many freight projects referenced were also capital projects or engineering design, which are less relevant for this effort and require a different technical approach than planning grants.
- Did not allocate enough staff or hours to complete the work in the schedule window.
  - Staff allocations were equal across all team members, which demonstrated a lack of planning for the roles of each team member.
- Proposed budgets were:
  - Allocating very high project management costs relative to the total cost or,
  - Including staff that had no relevant project role (administrative costs should be included in overhead rather than direct costs)
  - Had additional ODC costs that were not justified in the scope and did not identify the specific product vendor or subcontractor that would provide the service.
- Technical approaches:
  - Did not propose any additional information or value add beyond what was included in the original RFP's scope.
  - Included benefit costs analysis scope as part of the technical approach, which is not required for a RAISE planning grant.
- Proposed an aggressive schedule that was not realistic when accounting for agency review time or revisions to final deliverables.

**CONSULTANT CONTRACT NO. 23-025-C01**

<b>Recommended Consultant:</b>	Velosio, Inc.	
<b>Background &amp; Scope of Work:</b>	SCAG’s Information Technology Division has awarded a contract to Velosio, Inc. to provide ad hoc support and consultation, and enhancement for the Microsoft Dynamics GP system.	
<b>Project’s Benefits &amp; Key Deliverables:</b>	The project’s benefits and key deliverables include, but are not limited to: 1. Provide Dynamics GP Support and Maintenance; and 2. Provide GP Dynamics Development and Enhancements.	
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal: Goal 3. Be the foremost data information hub for the region.	
<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$180,600</b>
	Velosio (prime consultant)	
<b>Contract Period:</b>	April 23, 2023 through June 30, 2026	
<b>Project Number(s):</b>	811-1163.01 \$24,914	
	Funding source(s): Indirect Funds.	
	Funding of \$24,914 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 811-1163.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.	
<b>Request for Proposal (RFP)</b>	<b>Velosio (no subconsultants)</b>	<b>\$180,600</b>
	Keel & Co.	\$56,700
	Dexpro Dynamics	\$235,200
<b>Selection Process:</b>	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest-ranked offerors.	
	The PRC consisted of the following individuals:	
	<ul style="list-style-type: none"><li>• Jianhong Sun, Lead Applications Administrator</li><li>• Jonathan Holt, Department Manager, Application Development and Support</li><li>• Erika Bustamante, Deputy Director of Finance</li></ul>	

Attachment: Contract Summary 23-025-C01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold)



**Basis for Selection:**

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

- Provided a complete and clear scope work proposal and addressed the requirements of the RFP. Consultant’s proposal demonstrated the best understanding of this project;
- Provided the best technical approaches and processes, and reasonable SLA. For example, the consultant will use a support portal to keep track of ongoing support cases;
- Provided a plan that included the most dedicated and experienced resources and personnel;
- Provided the best overall value for the level of effort proposed.

## CONSULTANT CONTRACT NO. 21-033-C01 AMENDMENT NO. 4

<b>Consultant:</b>	WSP USA, Inc.	
<b>Background &amp; Scope of Work:</b>	SCAG uses its Travel Demand Model to help forecast the impact that the various modes of travel have on the region’s transportation systems. SCAG’s long-range planning is mandated under federal law and state regional guidelines. The purpose of this project is to support model improvement and validation of the SCAG Activity-Based Model (ABM) for SCAG’s 2024 Connect SoCal. The consultant’s main tasks include improving the accuracy of models and enhancing model responsiveness to infrastructure investments such as pedestrian and transit.	
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Providing a comprehensive travel demand model that can analyze various transportation improvements and policies for SCAG’s plans and programs in support of the 2024 Connect SoCal.</li> <li>• Providing an add-on planning tool with SCAG ABM to incorporate input of 2024 Connect SoCal transportation strategies to estimate travel impact.</li> <li>• Updating model software to improve/streamline model operations and reduce model running time.</li> <li>• Providing technical assistance and software programming support for SCAG staff.</li> <li>• Providing training SCAG staff on model estimation and validation to enhance staff’s technical and analytical skills.</li> <li>• Delivering model software and technical documents.</li> </ul>	
<b>Strategic Plan:</b>	<p>This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain, and Promote the Utilization of State-of-the-Art Models, Information Systems and Communication Technologies:</p> <ul style="list-style-type: none"> <li>• Develop and maintain planning models and support regional planning.</li> <li>• Research and develop state-of-the-art planning models to address current and merging planning issues including climate change, land use, and transportation interactions, micro-level transportation behaviors.</li> <li>• Maintain a leadership role in the modeling and planning data/GIS communities.</li> </ul>	
<b>Amendment Amount:</b>	Amendment 4	\$64,070.61
	Amendment 3 (administrative- no change to contract’s value)	\$0
	Amendment 2 (administrative- no change to contract’s value)	\$0
	Amendment 1 (administrative- no change to contract’s value)	\$0
	Original contract value	<u>\$619,235,94</u>
	<b>Total contract value is not to exceed</b>	<b>\$683,306.55</b>
<b>Contract Period:</b>	Notice to Proceed through June 30, 2024	

**Project Number:** 070-0130B.13 \$64,071

Funding sources: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) 5303

Funding of \$64,071 is available in the Fiscal Year 2023-24 Overall Work Program (OWP) in Project Number 070-0130B.13.

**Basis for the Amendment:**

1. Enhance the SCAG ABM and increase the model’s responsiveness to infrastructure improvements (Sub-Task 2.1)
2. Improve the model sensitivity and run-time efficiency (Subtask 4.2)

## CONSULTANT CONTRACT NO. 18-011A-C01 AMENDMENT NO. 10

<b>Consultant:</b>	EcoInteractive, LLC
<b>Background &amp; Scope of Work:</b>	<p>On September 11, 2018, SCAG awarded Contract 18-011-C01 to EcoInteractive, LLC to provide a software solution that will serve the County Transportation Commissions (CTCs) and SCAG’s Federal Transportation Improvement Program (FTIP) staff to maintain projects in the FTIP database.</p> <p>The prior Amendment 9 served to ensure that the projects in the FTIP continue to move forward with implementation and obligation of state and federal funding while providing time to process a new procurement for the FTIP Application System.</p> <p>This amendment increases the contract value from \$1,494,729 to \$1,600,989 and extends the contract term from 03/11/24 to 06/30/24.</p> <p>This amendment is to ensure that the projects in the FTIP continue to move forward with implementation and obligation of state and federal funding, and to provide further time to process a new procurement for the FTIP Application System.</p>
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Cloud Based Solutions (applications, services or resources made available to users on demand via the Internet from a network of server providers) and Cross Browser Solutions (compatible with multiple software applications);</li><li>• Increased ease of use of the database for SCAG’s FTIP Staff and CTCs;</li><li>• The ability to directly upload approved projects to the Caltrans database; and</li><li>• Better performance and maintainability.</li></ul>
<b>Strategic Plan:</b>	<p>This item supports the following Strategic Plan Goals. Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.</p>
<b>Contract Period:</b>	September 11, 2018 through June 30, 2024
<b>Project Number:</b>	030-0146B.02 \$106,260 Funding sources: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303)
	<p>Funding of \$106,260 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 030-0146B.02.</p>

**Basis for the  
Amendment:**

The FTIP is a fluid document that is amended monthly. If the contract ends on March 11, 2024, without extending the contract for at least three (3) months, SCAG may not be able to continue amending the 2023 FTIP and/or continue to develop the 2025 FTIP which was submitted to SCAG by the County Transportation Commissions in January 2024. Without a consultant supported FTIP database, the SCAG region will not be able to develop the 2025 FTIP and jeopardize up to \$35 billion in funding. To ensure that the projects in the current 2023 FTIP continue to move forward with implementation and obligation of state and federal funding, SCAG is seeking to extend the contract for three months to allow SCAG to conduct a new procurement.



AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
March 7, 2024

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 Monthly 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.

**ACCOUNTING:**

Membership Dues

As of January 31, 2024, 188 cities, six counties, seven commissions, and eight tribal governments have paid their FY24 membership dues. SCAG has collected \$2.46M out of the \$2.48M billed. This represents 99.29% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG transferred funds invested in the Los Angeles County Investment Pool to the Local Agency Investment Fund (LAIF) account, and Los Angeles County Investment Pool account was closed in August 2023. Before closing the account, SCAG earned \$59.80 interest through the Los Angeles County Investment Pool. SCAG has invested \$21.16M in the LAIF account as of January 31, 2024, and has earned \$251,559.66 interest income through LAIF. The interest earnings are distributed quarterly, with an average interest rate of 4.00%.

**BUDGET & GRANTS (B&G):**

On January 30, 2024, staff submitted the FY 2023-24 2nd Quarter Overall Work Program (OWP) Progress Report to Caltrans. The expenditures reported for the period of July to December 2023 are approximately \$32.99 million or 8% of the FY 2023-24 OWP Amendment 01 Budget.

During the month of February 2024, staff focused on refining and finalizing the FY 2024-25 Draft Comprehensive Budget. The draft budget is being presented to the Executive/Administration



Committee (EAC) and Regional Council (RC) in March 2024. Staff also analyzed requested budget changes for Amendment 2 to the FY 2023-24 Comprehensive Budget, including the Overall Work Program (OWP). The FY 2023-24 Comprehensive Budget Amendment 2 will be presented to the EAC and RC in April 2024.

Additionally, staff developed and finalized a grant application for the U.S. Department of Transportation 2024 RIASE Discretionary Grant Program. The proposed project for this grant funding will support the development of the Comprehensive Sustainable Freight Plan and undertake extensive data collection and analysis, stakeholder engagement, development of a tour-based freight model, and extensive updates to other plan components. The grant application deadline is 2/28/2024.

**CONTRACTS:**

In January 2024, the Contracts Department issued two Requests for Proposals, awarded three contracts, issued eight contract amendments, and processed 43 Purchase Orders to support ongoing business and enterprise operations. Contracts Administration staff administered 205 consultant contracts. Also, staff continued to negotiate better pricing and reduced costs for services. Thus far, for fiscal year 2023-24, staff negotiated \$42,341 in savings.



Southern California Association of Governments  
March 7, 2024

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Scott Strolecki, Planning Supervisor  
(213) 236-1893, strolecki@scag.ca.gov

Subject: Presidential Priorities Panel: Goods Movement

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In the 2023-2024 EAC Strategic Work Plan, the Regional Council under the leadership of President Art Brown identified Goods Movement as one of three main policy issues for regional dialogue and collaboration this fiscal year. This staff report outlines SCAG's efforts to support a comprehensive approach for goods movement planning, analysis, and strategic project and program implementation. SCAG staff has invited representatives from various companies in goods movement industries to share their insights and perspectives. The panel will include representatives from BNSF Railway, Arizona & California Railroad Company, WattEV, and Sysco Corporation. A Goods Movement fact sheet from the EAC Strategic Work Plan is attached for reference.*

**BACKGROUND:**

On March 2, 2023 the Regional Council meeting adopted the Goods Movement Resolution affirming a call-to-action due to increasing supply chain volatility and complexity in the SCAG region. This Resolution includes a strong commitment to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system. Though we are now more than three years out from the COVID-19 pandemic's start, the goods movement system continues to absorb operational volatility as freight cycles from peak demand to recessionary lows have increasingly occurred. Variables beyond the region's control, such as trade tariffs, the COVID-19 pandemic and other geopolitical tensions have impacted how industries efficiently move goods within and through the region. Additionally, national, state, and local policies impact both freight intermodal capacity and industrial development across goods movement industries. These stressors to the system



necessitate that the SCAG region continue to focus on goods movement policies within Connect SoCal as a mechanism to ensure that the region's competitiveness is well understood to improve the region's overall quality of life.

SCAG's long-range plan, Connect SoCal, incorporates a comprehensive approach towards assessing the goods movement system which includes connecting the essential nature of goods movement with respect to consumption both locally and nationally, clarifying guiding policy and planning frameworks, focusing on new trends, technologies, and challenges, and setting the vision and policies to achieve implementation strategies and initiatives that will continue to support important economic and health goals.

### SCAG Focus

SCAG has supported efforts to improve goods movement planning, analysis and project and program implementation strategies across the region through a variety of planning research and studies, many of which have been highlighted at past Transportation Committee meetings. The recommendations generated from SCAG's research and studies are instrumental in supporting local jurisdictions as they work to improve the goods movement system while balancing economic, mobility, public health, safety, and other priorities. The research and studies include:

- **Last Mile Freight Program:** In 2020, SCAG partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the LMFP. SCAG has developed a two-phased approach for the LMFP, including the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (including ZE/NZE equipment and supporting infrastructure) with projects currently in various stages of implementation. The awards authorized by the Regional Council and MSRC for LMFP Phase 1 total approximately \$16.75 million with projects currently expected to be completed by summer 2025.
- **Zero Emission Truck Infrastructure Study:** In 2023, SCAG initiated this study to help envision a regional network of zero emission truck charging and fueling infrastructure. Planning and construction of medium- and heavy-duty truck charging stations strategically located throughout Southern California is needed to improve air quality, reduce greenhouse gas (GHG) emissions, and meet state and federal goals and requirements, while supporting the goods movement industry. This study is working towards creating a blueprint and action plan to realize this goal and answer key questions about how stations in the region may operate to serve different truck markets and how charging infrastructure may operate business functions. The study is expected to conclude in June 2024.
- **Goods Movement Communities Opportunities Assessment:** In 2023, SCAG completed this study, to better understand goods movement communities' issues and opportunities and to

improve the ability of communities to capture the economic benefits of goods movement through a closer look at workforce development initiatives. Key products included a best practices toolkit for impacted communities, recommendations for impacted communities and the region, and a communications strategy for SCAG goods movement outreach.

- **Integrated Freight and Passenger Rail Study:** In 2022, SCAG, working in partnership with Metrolink and other rail stakeholders, completed a first-of-its-kind effort to simulate combined future freight and passenger train volumes out to the year 2050 to determine additional rail infrastructure needed over and above currently planned improvements.
- **Last Mile Freight Delivery Study:** In 2020, this study was completed increasing the understanding of last-mile delivery issues for SCAG and its member cities by examining the relationship between last-mile access conditions, the delivery of goods, and the role of last-mile delivery in the overall transportation system. Since this study, SCAG has continued these work efforts through multiple follow-on studies focusing on curb space management.
- **Industrial Warehouse Study:** In 2018, this study was completed evaluating how the region could accommodate future demand for warehouse space based on key supply chain trends. Study findings were used to formulate discussion points, for policy considerations, logistics industry stakeholders, and public-sector agencies about how best to shape the region's strategic vision and grow, while balancing economic and environmental objectives. Since this study, SCAG has continued to update industrial facility trends and analysis.

This year, SCAG will look to complete the Zero Emission Truck Infrastructure Study and continue its management of the Last Mile Freight Program, while also completing multiple curb space management studies and enhancing supply chain assessment platforms, tools, and resources. As a key element of the Goods Movement Resolution and Connect SoCal policies, SCAG is developing a scope and approach to transition work efforts to a Comprehensive Sustainable Freight Plan that will look to inform the next Connect SoCal update and support numerous funding program opportunities and key initiatives over the coming years.

#### **External Speakers – Panel Discussion**

In accordance with the 2023-2024 EAC Work Plan, and in anticipation of the Comprehensive Sustainable Freight Plan, SCAG staff have arranged for a panel of industry experts to share their perspectives on key issues and opportunities for the goods movement system in Southern California. The panel will include representatives from BNSF Railway, Arizona & California Railroad Company, WattEV, and Sysco Corporation.

- BNSF Railway's General Director Public Affairs, Lena Kent, will provide a Class I freight railroad perspective on goods movement. BNSF Railway is one of two major Class I freight

railroads serving the SCAG region and is a critical link that connects consumers with the global marketplace.

- The Arizona & California Railroad Company's Government Affairs Leader, Ross Lane, will provide a short-line railroad perspective on goods movement. The Arizona & California Railroad Company connects the SCAG region with the Phoenix, Arizona area via Cadiz, California through approximately 205 miles of owned or leased track miles.
- WattEV's CEO, Salim Youssefzadeh, will provide a technology-based perspective on goods movement. WattEV's mission is to accelerate the transition to all-electric transportation in the heavy-duty trucking industry through the development of zero-emission infrastructure and services for shippers and fleets.
- Sysco Corporation's Senior Director, Supply Chain Sustainability, Tracey Anderson, will provide a foodservice provider perspective on goods movement. Sysco Corporation is a global leader in selling, marketing, and distributing food and non-food products to restaurants, healthcare and educational facilities, lodging establishments and other customers around the world.

**FISCAL IMPACT:**

Work associated with this item is include in the FY23-24 Overall Work Program (OWP) Task 130.0162.18.

**ATTACHMENT(S):**

1. Presidential Priorities for EAC Work Plan - Goods Movement



## PROBLEM STATEMENT

- The SCAG region is home to the largest seaport complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports) and has an extensive intermodal freight network that supports the flow of goods throughout the region, state, and nation. Goods movement supports a diversity of jobs in transportation and logistics, manufacturing, retail and wholesale trade and construction, generating over one-third of all jobs in the SCAG region.
- The volume of trade, position of the SCAG region as a key node in global supply chains, extensive landside freight transportation infrastructure, and robust consumer market necessitates that SCAG develop strategies to accommodate growing freight movement. At the same time, the region faces the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated community impacts of goods movement.
- During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19, war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally.
- Freight volatility was heightened during 2021 and into 2022. However, demand has now abated, approaching pre-pandemic performance to varying degrees with respect to the goods movement system and supporting facilities.
- At the same time, the focus on the advancement of zero-emission technologies with respect to freight movement has also led to an increasing number of rules and regulations from the State. The State of California Governor’s Executive Order N-79-20 requires that by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles.
- Under the order, the California Air Resources Board (CARB) is mandated to develop and propose strategies to achieve 100% zero-emissions from medium and heavy-duty on-road vehicles in the State by 2045 where feasible and by 2035 from drayage trucks. An In-Use Locomotive rule also targets 2035 for zero-emission freight locomotives. Technology readiness, supporting infrastructure development, and scalability remain challenging to meet the 2035 date as there are both private fleet and publicly accessible operational needs across the region’s roadway and rail goods movement system.

## SCAG’S EFFORTS

- At the March 2, 2023, Regional Council meeting, the Goods Movement Supply Chain Resolution was adopted affirming a call-to-action due to increasing supply chain volatility and complexity in the SCAG region. This resolution includes a strong commitment to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system.

- Goods Movement Supply Chain Resolution principles have been incorporated as overarching policies aligning with the 2024 Connect SoCal vision and goals and informing the development of the Goods Movement approach and implementation strategies.
- SCAG supports efforts to improve goods movement across the region through a variety of programs, planning research, and studies. This work transcends key issues and challenges such as freight flows and bottlenecks across major corridors and facilities throughout the region; last-mile delivery and curb space management shifts resulting from e-commerce; community engagement and perspectives; integrated rail operational needs; and newer technology transitions and abilities to scale.
- SCAG's Last Mile Freight Program and partnerships with the State, through the Trade Corridor Enhancement Program, support the transition to zero-emission technologies and supporting infrastructure. Recent research and studies have included the SCAG Goods Movement Communities Opportunities Assessment, Integrated Passenger & Freight Rail Forecast, Last Mile Freight Delivery Study, and Industrial Warehouse Study.

#### **FURTHER AREAS TO EXPLORE**

- SCAG is developing a roadmap for the region through the Zero-Emission Truck Infrastructure Study. This comprehensive approach is focused on further analyzing demand characteristics of various truck market segments, while assessing publicly accessible zero-emission infrastructure needs to further build a strong representation of what is needed for the region in the current regulatory environment.
- Much of the information that is being updated for Connect SoCal 2024 will provide an opportunity for more detailed analysis within the upcoming Comprehensive Goods Movement Plan Update. As each cycle for Connect SoCal is developed, the Comprehensive Goods Movement Plan Update will have the core objective of incorporating all the core elements from Connect SoCal 2024 and bridging newer areas. Examples include a holistic approach to enhancing the Heavy-Duty Truck model, inland port concepts, and considerations for newer technologies such as hyperloop, including assessments of how they may fit within the existing goods movement system.



**To:** Regional Council (RC)

**From:** Lucy Dunn, Ex-Officio Member; Business Representative

**Subject:** Business Report – March 2024

---

**Here are some highlights from top Southern California business and industry leaders during this past month.**

- 1. 2023 California Housing Building Permits Do Not Meet Demand.** Housing the workforce continues to be a top issue of business leaders. Notwithstanding 56 housing bills out of the state legislature, California has yet to move the needle on production. According to US Census, in 2023 California (population 39 million) issued 111,000 building permits out of an annual need of 180,000; compared to North Carolina (population 11 million) which issued 98,000 building permits. According to CEQA attorney Jennifer Hernandez, if ADU production were removed from California's numbers, the state would actually be declining in production again. Note: Texas issued 227,000 building permits and Florida issued 193,000 permits.
- 2. BIASC's CEO Spoke to GLUE Council on New Housing and Resale Markets.** SCAG's Global Land Use and Economics business advisory council featured Jeff Montejano of BIASC on the status of new housing production in light of all the new legislation. Unfortunately, there is still thinking that almost all of the new housing should be dense infill next to transit centers. According to UC Berkeley's Turner Center's study demystifying development math, that construction is very expensive to build and can take forever because of entitlement challenges and the complexity of building high-density transit-oriented homes. Here's a cool simulation to see whether your housing project "pencils": <https://www.turnercenter.app/demystifying-development-math>.

According to Montejano, and long held state housing policy, the choice for communities should not be infill vs. suburban, but a recognition that we need "all of the above" solutions to get more housing built. One particular issue that keeps coming up is that master planned communities almost by definition are in outlying areas. There are a lot of planners who don't like master planned communities, because they're perceived as "sprawl." Master planned communities need to be a big part of the solution whether in Irvine or South Orange County, places like Chino, Ontario and Fontana in the Inland Empire, areas like Santa Clarita where Five Points is doing such a great job, and of course, the Palmdale/Lancaster desert, as well as the Victorville and high desert area. Master planned communities are often closer to where new job growth is, can allow more cost-effective homes to be built, and can offer the product segmentation that is needed in our

---

kind of market. More land opportunities for master planned communities would do much to reverse the downward trajectory of building permit issuance.

There is virtually no resale market available at this time.

3. **Inland Empire is California's top job creator.** Speaking of jobs needing housing, Inland Empire created 20% of the state's new jobs but comprises only 9% of the state's total employment. <https://www.ocregister.com/2024/01/27/inland-empire-is-californias-top-job-creator/>.
4. **BIASC's CEO Spoke to GLUE Council on New Housing and Resale Markets.** SCAG's Global Land Use and Economics business advisory council featured Jeff Montejano of BIASC on the status of new housing production in light of all the new legislation. Unfortunately, there is still thinking that almost all of the new housing should be dense infill next to transit centers. According to UC Berkeley's Turner Center's study demystifying development math, that construction is very expensive to build and can take forever because of entitlement challenges and the complexity of building high-density transit-oriented homes. Here's a cool simulation to see whether your housing project "pencils": <https://www.turnercenter.app/demystifying-development-math>.

According to business, the new laws compel speech in violation of the First Amendment. Both laws go far beyond the federal government's proposed climate disclosure rules.

5. **State's Largest Single Site Employer to Invest \$1.9 Billion in Anaheim.** The City of Anaheim announces and unprecedented package of community benefits for residents as part of the proposed [DisneylandForwardProject](#) which would create a third park at the Resort, in addition to Disneyland and California Adventure. The proposed project is in review and process by the City of Anaheim.

As part of the Development Agreement under consideration for the project, Disney has agreed to significant investments to address issues facing Anaheim. The majority of Disney's cash contributions would happen upfront and enable the city to jumpstart key initiatives.

Some Key Commitments by Disney Include:

- Invest a Minimum of \$1.9 Billion in New Theme Park and Lodging Experiences in the First 10 Years;
- Contribute \$30 Million in the First Five Years to Fund Affordable Housing Projects in Anaheim;
- Provide \$8 Million to Park Improvements in Anaheim Outside the Anaheim Resort;
- Contribute \$85 million for Improved Traffic Flow, Pedestrian Circulation and Safety; and
- Continue Disney's Successful Jobs, Mentorship and Career Development Program for Anaheim Residents.

OC Register editorial board declares, *"Disney proposal seems like good deal for Anaheim."*

<https://www.ocregister.com/2024/01/31/disney-proposal-seems-like-good-deal-for-anaheim/>

---