



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

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MEETING NO. 666

## REGIONAL COUNCIL

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

***Thursday, June 6, 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.**

- In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, June 5, 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, June 5, 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).
- 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.
- 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.***

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### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



## REGIONAL COUNCIL AGENDA

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS\*

<p><b>Valerie Amezcua</b> City of Santa Ana - City Hall 20 Civic Center Plaza, Room 813 Santa Ana, CA 92701</p>	<p><b>Wendy Bucknum</b> City of Mission Viejo - City Hall 200 Civic Center, 2<sup>nd</sup> Floor Serenata Conference Room Mission Viejo, CA 92691</p>	<p><b>Margaret Clark</b> 3109 Prospect Avenue Rosemead, CA 91770</p>
<p><b>Rick Denison</b> 762 Malibu Circle Lake Havasu City AZ 86403</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, 2nd Floor Serenata Conference Room Mission Viejo, CA 92691</p>
<p><b>Keith Eich</b> 4821 Daleridge Road La Canada Flintridge, CA 91011</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 Council Chambers 211 8th Street Seal Beach, CA 90740</p>	<p><b>Trish Kelley</b> City of Mission Viejo - City Hall 200 Civic Center, Second Floor Mission Viejo, CA 92691</p>
<p><b>Kathleen Kelly</b> 46-100 Burroweed Lane Palm Desert, CA 92260</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 Sister City Conference Room 445 E Florida Avenue Hemet, CA 92543</p>
<p><b>Carlos Leon</b> City of Anaheim - City Hall 200 S Anaheim Boulevard, 7th Floor Anaheim, CA 92805</p>	<p><b>Vianey Lopez</b> Ventura County Government Center 800 S. Victoria Avenue Ventura, CA 93009</p>	<p><b>Clint Lorimore</b> City of Eastvale - City Hall 12363 Limonite Avenue #910 Eastvale, CA 91752</p>
<p><b>Ken Mann</b> City of Lancaster - City Hall The Landing 44933 Fern Avenue Lancaster, CA 93534</p>	<p><b>Casey McKeon</b> Heslin Holdings 23421 South Pointe Drive, Suite 270 Laguna Hills, CA 92653</p>	<p><b>Maria Nava-Froelich</b> Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>



## REGIONAL COUNCIL AGENDA

<b>Frank J. Navarro</b> City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324	<b>Gil Rebollar</b> SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243	<b>Celeste Rodriguez</b> City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340
<b>Ali Saleh</b> City of Bell - City Hall 6330 Pine Avenue Bell, CA 90201	<b>Marty Simonoff</b> City of Brea - City Hall 1 Civic Center Circle 3rd Floor, Management Services Room Brea, CA 92821	<b>Donald P. Wagner</b> County Administration North 400 West Civic Center Drive 6th Floor, Conference Room 601 A Santa Ana, CA 92701
<b>Alan D. Wapner</b> City of Ontario - City Hall Conference Room 1 303 East B Street Ontario, CA 91764	<b>Jeff Wood</b> Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712	

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





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

1. **Sup. Curt Hagman**  
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2. **Hon. Cindy Allen**  
1st Vice President, Long Beach, RC District 30
3. **Hon. Ray Marquez**  
2nd Vice President, Chino Hills, RC District 10
4. **Hon. Art Brown**  
Imm. Past President, Buena Park, RC District 21
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. Kathryn Barger**  
Los Angeles County
9. **Hon. Karen Bass**  
Member-At-Large
10. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
11. **Hon. Bob Blumenfield**  
Los Angeles, RC District 50
12. **Hon. Gary Boyer**  
Glendora, RC District 33
13. **Hon. Drew Boyles**  
El Segundo, RC District 40
14. **Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
15. **Hon. Margaret Clark**  
Rosemead, RC District 32

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- 16. Hon. Jenny Crosswhite**  
Santa Paula, RC District 47
- 17. Hon. Kevin de León**  
Los Angeles, District 61
- 18. Hon. Rick Denison**  
Yucca Valley, RC District 11
- 19. Hon. Jon Dumitru**  
Orange, RC District 17
- 20. Ms. Lucy Dunn**  
Business Representative, Non-Voting Member
- 21. Hon. Keith Eich**  
La Cañada Flintridge, RC District 36
- 22. Hon. Margaret Finlay**  
Duarte, RC District 35
- 23. Hon. Claudia Frometa**  
Downey, RC District 25
- 24. Hon. John Gabbard**  
Dana Point, RC District 12
- 25. Hon. James Gazeley**  
Lomita, RC District 39
- 26. Hon. Marshall Goodman**  
La Palma, RC District 18
- 27. Hon. Jan C. Harnik**  
Imm. Past President, RCTC Representative
- 28. Hon. Marqueece Harris-Dawson**  
Los Angeles, RC District 55
- 29. Hon. Mark Henderson**  
Gardena, RC District 28
- 30. Hon. Eunisses Hernandez**  
Los Angeles, RC District 48
- 31. Hon. Laura Hernandez**  
Port Hueneme, RC District 45

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- 32. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 33. Hon. Mike Judge**  
VCTC Representative
- 34. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 35. Hon. Trish Kelley**  
TCA Representative
- 36. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
- 37. Hon. Tammy Kim**  
Irvine, RC District 14
- 38. Hon. Lauren Kleiman**  
Newport Beach, RC District 15
- 39. Hon. Paul Krekorian**  
Los Angeles, RC District 49/Public Transit Rep.
- 40. Hon. Linda Krupa**  
Hemet, RC District 3
- 41. Hon. John Lee**  
Los Angeles, RC District 59
- 42. Hon. Carlos Leon**  
Anaheim, RC District 19
- 43. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 44. Hon. Vianey Lopez**  
Ventura County
- 45. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 46. Hon. Ken Mann**  
Lancaster, RC District 43
- 47. Hon. Steve Manos**  
Lake Elsinore, RC District 63

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- 48. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 49. Hon. Larry McCallon**  
Air District Representative
- 50. Hon. Casey McKeon**  
Huntington Beach, RC District 64
- 51. Hon. Tim McOsker**  
Los Angeles, RC District 62
- 52. Hon. Lauren Meister**  
West Hollywood, RC District 41
- 53. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 54. Hon. Marisela Nava**  
Perris, RC District 69
- 55. Hon. Maria Nava-Froelich**  
ICTC Representative
- 56. Hon. Frank Navarro**  
Colton, RC District 6
- 57. Hon. Imelda Padilla**  
Los Angeles, RC District 53
- 58. Hon. Traci Park**  
Los Angeles, RC District 58
- 59. Hon. Nikki Perez**  
Burbank, District 42
- 60. Sup. Luis Plancarte**  
Imperial County
- 61. Hon. Curren Price**  
Los Angeles, RC District 56
- 62. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 63. Hon. Gil Rebollar**  
Brawley, RC District 1

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- 64. Hon. Rocky Rhodes**  
Simi Valley, RC District 46
- 65. Hon. Celeste Rodriguez**  
San Fernando, RC District 67
- 66. Hon. Monica Rodriguez**  
Los Angeles, RC District 54
- 67. Hon. Ali Saleh**  
Bell, RC District 27
- 68. Hon. Steve Sanchez**  
La Quinta, District 66
- 69. Hon. Tim Sandoval**  
Pomona, RC District 38
- 70. Hon. Suely Saro**  
Long Beach, RC District 29
- 71. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 72. Hon. Marty Simonoff**  
Brea, RC District 22
- 73. Hon. Zak Schwank**  
Temecula, RC District 5
- 74. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 75. Sup. Hilda Solis**  
Los Angeles County
- 76. Hon. Hugo Soto-Martinez**  
Los Angeles, RC District 60
- 77. Sup. Karen Spiegel**  
Riverside County
- 78. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 79. Sup. Donald Wagner**  
Orange County

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- 80. Hon. Alan Wapner**  
SBCTA Representative
  
- 81. Hon. Acquanetta Warren**  
Fontana, District 8
  
- 82. Hon. Thomas Wong**  
Monterey Park, District 34
  
- 83. Hon. Jeff Wood**  
Lakewood, RC District 24
  
- 84. Hon. Katy Yaroslavsky**  
Los Angeles, RC District 52
  
- 85. Hon. Frank A. Yokoyama**  
Cerritos, RC District 23

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## REGIONAL COUNCIL AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, June 6, 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 Curt Hagman, 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. 2024 Strategic Plan

*(Kome Ajise, Executive Director)*

PPG. 11

#### **RECOMMENDED ACTION:**

Approve SCAG's 2024 Strategic Plan, including its Vision, Mission, Values, Strategic Priorities, and Objectives.

2. 2023-2026 CRP-CMAQ-STBG Project Selection and Award Recommendations

*(Warren Whiteaker, Department Manager)*

PPG. 55

#### **RECOMMENDED ACTION:**

That the Regional Council: (1) approve the 2023-2026 CRP-CMAQ-STBG Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to make programming adjustments as necessary.

### **CONSENT CALENDAR**

#### Approval Items

3. Minutes of the Meeting – May 2, 2024

PPG. 75

4. Approval of Amendment No. 3 to Executive Director's Employment Agreement

PPG. 87

5. Contract 18-002-SS1 Amendment 13, Legal Services

PPG. 104



6. Contract 20-002-C01 Amendment 7, Board Counsel Services PPG. 113
7. Contract 20-035-C01 Amendment 6, Information Technology (IT) Managed Services PPG. 122
8. AB 2535 (Bonta) - TCEP Funding for Zero-Emission Freight PPG. 131
9. Transmittal to South Coast Air Quality Management District of Final 2024 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures PPG. 135
10. Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 - Release for Public Review and Comment PPG. 152
11. Release of Draft Transportation Conformity Analyses of Draft 2025 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 1 PPG. 163
12. 2024 SCP Active Transportation & Safety Guidelines and Call for Projects PPG. 168
13. Approve SCAG Participation in the 2024 Paris Olympic Games Observation Program and Study Tour PPG. 198

### Receive and File

14. June 2024 State and Federal Legislative Update PPG. 202
15. Update on U.S. Environmental Protection Agency's Proposed Action on South Coast Air Quality Management District's Plan to Meet the 1997 Ozone Standard PPG. 217
16. List of Awarded Projects for the 2024 Go Human Community Streets Grant Program PPG. 228
17. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold PPG. 232
18. CFO Monthly Report PPG. 244

### **BUSINESS REPORT**

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

### **PRESIDENT'S REPORT**

***(The Honorable Curt Hagman, President)***

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

***(Kome Ajise, Executive Director)***

### **FUTURE AGENDA ITEMS**

### **ANNOUNCEMENTS**

### **ADJOURNMENT**





# AGENDA ITEM 1 REPORT

Southern California Association of Governments  
June 6, 2024

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**To:** Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Carmen Flores, Chief Human Resources Officer  
(213) 236-1917, Flores@scag.ca.gov

**Subject:** 2024 Strategic Plan

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**RECOMMENDED ACTION:**

Approve SCAG's 2024 Strategic Plan, including its Vision, Mission, Values, Strategic Priorities, and Objectives.

**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 2018, SCAG adopted a Strategic Plan that aimed to guide the organization in addressing regional issues, advancing the region's policy interests, expanding its value-added services, and becoming a workplace of choice. As the agency's work has evolved, SCAG recognized the need to update the Strategic Plan to ensure continued success in effectively supporting the ever-growing set of complex challenges and opportunities in the region.*

*In 2022, SCAG initiated a comprehensive Strategic Planning process, starting with extensive stakeholder engagement, including employees, leadership, the EAC and a subset of RC members, external partners and stakeholders. At the EAC retreat in June 2023, we shared discovery findings on SCAG's internal and external opportunities and presented a set of strategic priorities to deliver on our expanding roles and steer policy in the best interest of the region. Through this process, SCAG built out a new Plan with a robust set of forward-thinking objectives that would ensure the organization effectively delivers across its many roles.*

*A draft of the 2024 Strategic Plan was presented at the May EAC meeting to seek input and validate that our strategic priorities and objectives are consistent with the Regional Council's overall direction. The feedback received centered around the language in Strategic Priority 2 with suggestions to consider using the word "Unified" instead of "Cohesive" and being explicit about expanding our legislative advocacy across all levels of government. As a result of the insights and recommendations provided by the EAC, Strategic Priority 2 was revised to articulate SCAG's commitment to expanding advocacy efforts across local, state, and federal levels. We appreciate*

*that the feedback received encouraged further reflection on the terms cohesive versus unified voice. After further discussions, we decided to keep the term “cohesive voice” to better capture SCAG’s opportunities to advance regional priorities by finding common ground and building consensus with stakeholders across various sectors.*

*The Strategic Plan development involved evaluating and confirming SCAG's Vision, Mission, and Values, and defining SCAG’s roles based on what is required and expected of the agency in the region. The Plan will serve as a framework to guide work planning, decision-making, and resource allocation to accomplish the agency’s goals.*

#### Vision

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#### Values

- *Be Open*
- *Lead by Example*
- *Make an Impact*
- *Be Courageous*
- *Cultivate Belonging*

#### Roles

- *Planning Organization*
- *Regional Convenor and Capacity Builder*
- *Advocate*
- *Value-added Membership Organization*
- *Data and Information Services Resource*
- *Thought Leader and Policy Maker*

#### Strategic Priorities

1. *Establish and implement a regional vision for a sustainable future.*
2. *Be a cohesive and influential voice for the region.*
3. *Spur innovation and action through leadership in research, analysis and information sharing.*
4. *Build a unified culture anchored in the pursuit of organizational excellence.*
5. *Secure and optimize diverse funding sources to support regional priorities.*

**BACKGROUND:****STRATEGIC PLAN AND BACKGROUND****Strategic Plan Purpose**

SCAG has made significant progress on the current Strategic Plan's goals, and the document continues to serve as the foundation for the agency's Work Plan and continued success. Consistent with the 2018 Strategic Plan's goals, SCAG has made strides in advancing regional policy interests and stakeholder engagement by advocating for the allocation and distribution of resources to meet the region's needs and developing effective legislative strategies at both the state and federal levels. SCAG continues to accelerate public sector innovation by deploying new technologies across the region such as the Regional Data Platform and Local Data Exchange. Integral to the agency's success has been SCAG's commitment to fostering a culture of inclusion, trust, and respect among our workforce that inspires relationship-building and employee engagement.

Due to the health and economic crisis brought on by COVID-19 and social unrest in recent years, SCAG recognized the need to develop a Strategic Plan that would respond to current regional challenges and capitalize on future opportunities. Our Strategic Plan aligns with Connect SoCal 2024 policies and strategies to advance the region's mobility, communities, environment and economy to allocate resources effectively and advance implementation.

The resulting Strategic Plan redefines the key roles SCAG plays for the region and the services provided. It sets forth a fresh set of Strategic Priorities and Objectives to guide the agency's focus, operations, and performance, and deliver on the mission to improve the lives of Southern Californians and beyond. The 2024 Strategic Plan intentionally integrates SCAG's 2020 Racial Equity Early Action Plan goals and strategies to advance racial equity through SCAG's policies, practices, and activities by ensuring that SCAG's equity-related work is aligned toward common goals and continues through actions pursued across the agency. A new core value, Cultivate Belonging, was introduced in this Plan to affirm SCAG's commitment to embracing differences, fostering equity, championing inclusion, and empowering all.

As a best practice, SCAG will develop Key Results with defined metrics to regularly measure progress and ensure accountability toward accomplishing our Strategic Priorities and Objectives.

**Strategic Plan Development Process**

SCAG embarked on a journey to understand the priorities of stakeholders and employees. The goal of this process was for all stakeholders to feel included in SCAG's mission of improving the quality of life for residents in Southern California.

A discovery exercise with broad multi-stakeholder engagement – over 150 people - was conducted to inform SCAG’s strategic plan. Discovery focused on understanding SCAG’s internal and external opportunities and challenges, and its levers for achieving greater impact and optimizing the agency’s performance. The discovery process included:

- Interviews with 13 EAC members;
- Interviews with 27 SCAG management;
- Focus groups involving ~50 employees;
- Roundtable discussions and interviews involving 41 individuals from SCAG partner organizations;
- RC survey with 25 respondents;
- Working Group meetings involving ~50 employees; and
- Workshops with Management and Executive Team.

**Summary of Discovery Findings**

The comprehensive discovery process provided rich insights highlighting SCAG’s performance in driving results for the region, and opportunities for increasing impact in the years to come. Opportunities for action were a direct result of SCAG’s evolving context. In particular, SCAG’s expanded purview, shifting societal dynamics, and the impact of the pandemic have resulted in a more complex external environment, placing more expectations and demands on the organization. SCAG’s opportunities are focused on three primary areas including recalibrating SCAG’s role, building the capacity of the organization, and demonstrating SCAG’s impact.

<b>Recalibrate SCAG’s role</b>	<b>SCAG’s role is shifting as stakeholders look to the organization for support outside of its established purview</b>
<b>Build the capacity of the SCAG organization</b>	SCAG’s internal process and systems are a drag on efficiency, and bureaucracy complicates distribution of resources to jurisdictions
	Collaboration amongst SCAG staff is inhibited by process and structure
	SCAG’s lack of prioritization, expanding purview, and pressure from members, is burning out staff
	Under the surface of a strong and collegial culture there is concern around honest conversation and trust
<b>Have an impact</b>	SCAG’s stakeholders universally want more engagement from the organization, to bring attention to their priorities, and obtain resources

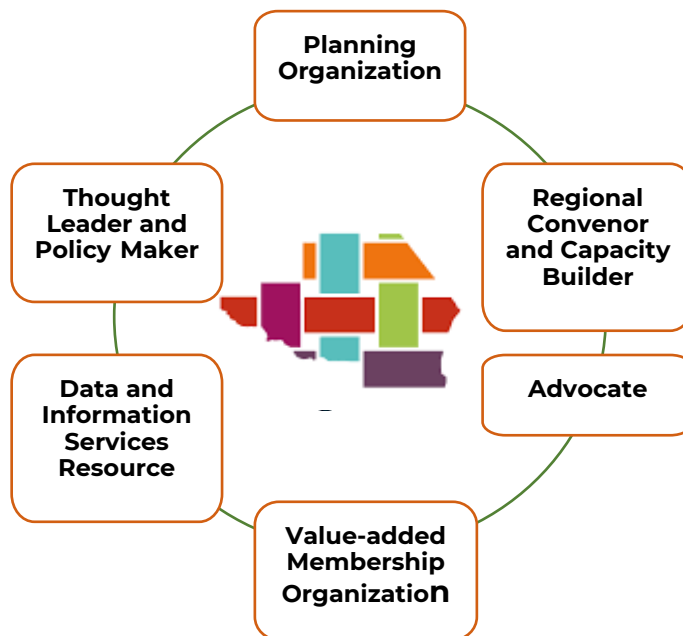
Performance measurement, accountability and communicating the impact of SCAG and its Partners' contributions is imperative for future success

**Strategic Plan at-a-Glance**

This Strategic Plan reflects a purposeful, concentrated effort to create the conditions for SCAG to accomplish its Vision and Mission with a focused use of expertise and resources. The Plan's activities will result in strategic projects that are intended to have a catalytic effect on the region, supporting growth and safety for residents of the communities we serve. A set of Strategic Priorities and Objectives, anchored in SCAG's Vision, Mission and Values, will guide the direction of the organization over the next five years.

**Roles and Services Delivered**

The Strategic Plan process helped clarify and define SCAG's roles. At the heart of our work, SCAG serves as a vital nexus for collaboration, data analysis, and policy coordination, facilitating informed decision-making and fostering consensus among stakeholders in the region.



**Planning Organization**

As the Metropolitan Planning Organization (MPO) for Southern California, SCAG diligently executes all legally mandated duties, while meticulously crafting the region's transportation and mobility roadmap. SCAG has committed to creating an equitable future by striving to diminish inequalities in transportation, housing, and economic development and increase access to other public services.

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### **Regional Convenor and Capacity Builder**

SCAG actively convenes political, thought, and business leaders, fostering an environment that nurtures expanded thinking and enhances decision-making processes. Our focus lies in inclusivity, as we prioritize diverse perspectives and cultivate new ideas, bringing together voices from across the region to facilitate information sharing. Additionally, we educate both members and communities on funding and regional issues, while efficiently administering Federal and State resources to support the implementation of regional initiatives.

### **Advocate for Members at the State and Federal Level**

SCAG champions regional government issues to drive State and Federal initiatives and funding, ensuring Southern California receives its equitable share from both levels of government. Acting as a unified voice, we foster collaboration with other entities, streamlining efforts to maximize regional impact and effectiveness.

### **Value-added Membership Organization**

SCAG membership affords many opportunities to engage regionally and enhance policies and projects affecting constituents, benefiting Southern California now and for the future. As a membership organization, SCAG convenes a forum to discuss regional issues, shapes the legislative priorities of the region, and increases access to the knowledge and insight of ongoing federal, state and local activities. SCAG helps members find and secure grant funding for local projects and provides access to tools and training to benefit their jurisdictions.

### **Data and Information Services Resource**

SCAG provides intelligence that benefits both our members and public stakeholders, serving as the premier and trusted source for data-driven analysis and insights. Leveraging advanced data and technology, we drive decision-making, develop educational tools, facilitate policy implementation, collaborating with stakeholders to continuously enhance processes, tools, and systems through rigorous research and innovation.

### **Thought Leader and Policy Maker**

SCAG works to foster a shared vision for the region, emphasizing sustainable and forward-thinking solutions to address its challenges effectively. By taking on a proactive leadership role, we guide members and stakeholders, linking diverse groups to broker solutions and providing essential funding for innovative ideas and programs to meet regional needs.

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## Vision, Mission and Values Revisited

The findings from the Discovery process led to revisiting SCAG’s Vision, Mission, and Values. It was evident that leadership and staff recognize the Vision and Mission as still accurately representing the agency’s culture and identity.

SCAG’s values are the guiding principles that provide purpose and direction and set the tone for how we behave and interact with each other, board members, and stakeholders. Through this work, SCAG emphasized its commitment to embracing differences, fostering equity, championing inclusion, and empowering all, through the addition of a new value, “Cultivate Belonging”.

### Our Vision

Southern California’s catalyst for a brighter future

### 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 Values

#### **Be Open**

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

#### **Lead By Example**

Lead with integrity and fairness 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.

#### **Cultivate Belonging**

Embrace differences, foster equity, champion inclusion, and empower all.

## Strategic Priorities

Strategic priorities are core areas of focus guiding organizational actions and resource allocation to ensure the agency’s effectiveness, relevance, and success in supporting the changing needs of the region.

---

1. Establish and implement a regional vision for a sustainable future.
2. Be a cohesive and influential voice for the region.
3. Spur innovation and action through leadership in research, analysis, and information sharing.
4. Build a unified culture anchored in the pursuit of organizational excellence.
5. Secure and optimize diverse funding sources to support regional priorities.

### Strategic Priorities and Objectives

#### 1. Establish and implement a regional vision for a sustainable future

Connect SoCal represents our most-up to date understanding of the region, along with the policies, strategies, and projects to advance the region's mobility, communities, environment, and economy. SCAG's vision is to foster an environment for a healthy, prosperous, accessible, and connected region for a more resilient and equitable future.

#### Objectives

- 1.1 Lead on regional performance-based planning and programming to target investments toward improving the safety, efficiency, affordability, equity, sustainability, and maintenance of the transportation system.
- 1.2 Facilitate corridor and network planning to realize seamless mobility and support implementation of Complete Streets, transit, and multimodal integration across the SCAG region.
- 1.3 Partner to implement Transportation Demand Management and Intelligent Transportation Systems solutions to optimize system performance while planning for a connected and automated vehicle future.
- 1.4 Lead the effort to establish stable and sustainable transportation funding.
- 1.5 Provide resources and research to develop, connect, and sustain livable and thriving communities.
- 1.6 Identify solutions through regional planning and local planning programs to address systemic barriers to housing production to meet the needs of the region.
- 1.7 Lead efforts and funding opportunities to foster sustainable land use development across the SCAG region to foster growth while conserving and restoring natural and agriculture lands.



- 1.8 Coordinate with partners to meet federal and state ambient air quality standards and support local and regional climate adaptation, mitigation, and resilience activities.
- 1.9 Lead and partner on planning and implementation of clean fuel and clean vehicle infrastructure.
- 1.10 Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.
- 1.11 Lead regional planning to foster a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards and quality of life for our communities.

## **2. Be a cohesive and influential voice for the region**

SCAG has the challenge and opportunity of bridging a broad set of stakeholders and priorities at the local, state, and federal levels to advance the region's mobility, community, economic and environmental goals. This strategic priority seeks to strengthen our effectiveness by improving communication, creating strong alliances and advocacy, and enhancing our credibility with decision-makers and stakeholders with a cohesive voice.

### Objectives

- 2.1 Build a deep understanding of the needs of all our communities and stakeholders to inform our work.
- 2.2 Facilitate regional dialogue and collaboration on key issues for effective policy development.
- 2.3 Build the agency's credibility as a policy thought leader and strengthen relationships with partners across sectors and all levels of government.
- 2.4 Position SCAG as a leader in legislative advocacy and influence key policy areas.
- 2.5 Ensure members and stakeholders understand the impact of SCAG's work and are empowered to lead on regional issues (e.g., development of board policy issues).

## **3. Spur innovation and action through leadership in research, analysis and information sharing**

The increasing complexity of the regional planning process requires cutting edge research leadership to develop solutions that align actions across disciplines and sectors to achieve shared goals. Therefore, the need to understand the evolving complexity and interconnectivity between broader issues requires SCAG to advance our efforts to research, analyze and share data and tools that enhance local and regional planning work for our members and beyond.

#### Objectives

- 3.1 Ensure SCAG is a trusted source for accurate data and intelligence dedicated to objective analysis of regional plans and assisting local jurisdictions with planning.
- 3.2 Lead in planning research and analysis leveraging cutting-edge tools (e.g., Big Data, Artificial Intelligence, Activity Based Model, Geographic Information System, Scenario Planning Model, Regional Data Platform) to generate insights to inform regional and local decision-making.
- 3.3 Leverage local planning programs and pilots to reveal local solutions that can be scaled to achieve regional objectives (e.g., Sustainable Communities Program, Regional Pilot Initiatives Program).
- 3.4 Establish models for partnerships internally and with the private sector, universities, and Community Based Organizations to leverage the diversity of skills, expertise, and experience resident in the region.

#### **4. Build a unified culture anchored in the pursuit of organizational excellence**

Remain a workplace of choice by prioritizing excellence in every aspect of the organization. Ensure SCAG's values are embedded across the organization's culture, processes, systems, and structures. As priorities and resources shift, be a continuous learning organization built on trust, transparency, collaboration, and staff engagement.

#### Objectives

- 4.1 Cultivate a positive employee experience where all feel valued and inspired to reach their fullest potential.
- 4.2 Utilize internal governance to define, prioritize, and resource operational improvements in support of business objectives, effectiveness, and efficiency.
- 4.3 Enhance internal communication, information accessibility and knowledge management.

- 
- 4.4 Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.
  - 4.5 Optimize processes for efficient multi-disciplinary ideation and collaboration, from project initiation to implementation and ongoing maintenance.

**5. Secure and optimize diverse funding sources to support regional priorities**

Through good stewardship, ensure our region and SCAG have the funding required to support robust planning, research, and project implementation to address the diverse regional priorities identified in Connect SoCal.

Objectives

- 5.1 Maintain fair, equitable and compliant project selection and funding administration.
- 5.2 Establish recurring revenue to support essential regional needs, including community development and housing initiatives.
- 5.3 Pursue and advocate for new funding opportunities that support member agencies and SCAG.
- 5.4 Preserve and grow existing critical funding sources.
- 5.5 Explore opportunities to leverage agency expertise develop revenue-generating products and/or services.

**Conclusion**

SCAG's Strategic Plan will play a significant role in ensuring the success of the region for the next five years by focusing the organization's efforts on the areas of most impact. With Strategic Priorities and Objectives defined, the next phase of development, beginning in FY 2025, will focus on building the key results to enable the organization to measure progress against goals. The Strategic Plan will provide a framework for the agency's workplan to guide work in identified focus areas and measure progress toward the Objectives. In closing, it is important to note that the relevance, and ultimate value, of the Strategic Plan is a direct reflection of the breadth and depth of the vast information provided by the many internal and external contributors, reinforcing the importance SCAG places on the voices of members throughout the region.

**Strategic Plan Contributors**

A Strategic Plan is only effective when based on an accurate and rich understanding of the context it aims to address. We are grateful for the contribution of SCAG staff who generously invested their time and energy to inform this strategic plan. This Strategic Plan would not be possible without their insights and collaboration in its creation.

Executive Team	Management Team	Staff Contributors
<ul style="list-style-type: none"> <li>• Kome Ajise</li> <li>• Javiera Cartagena</li> <li>• Darin Chidsey</li> <li>• Debbie Dillon</li> <li>• Jeff Elder</li> <li>• Carmen Flores</li> <li>• Cindy Giraldo</li> <li>• Sarah Jepson</li> <li>• Julie Shroyer</li> </ul>	<ul style="list-style-type: none"> <li>• Ana Vallianatos</li> <li>• Annie Nam</li> <li>• Beatriz Valdez</li> <li>• David James</li> <li>• Elizabeth Carvajal</li> <li>• Emad Gewally</li> <li>• Emmanuel Figueroa</li> <li>• Erika Bustamante</li> <li>• Frank Wen</li> <li>• Hsi-Hwa Hu</li> <li>• Jason Greenspan</li> <li>• Jenna Hornstock</li> <li>• Jonathan Holt</li> <li>• Kana Sato-Nguyen</li> <li>• Kate Kigongo</li> <li>• Kevin Gilhooley</li> <li>• Leyton Morgan</li> <li>• Ma'Ayn Johnson</li> <li>• Maggie Aguilar</li> <li>• Marco Anderson</li> <li>• Philip Law</li> <li>• Ryan Wolfe</li> <li>• Sarah Patterson</li> <li>• Victor Negrete</li> </ul>	<ul style="list-style-type: none"> <li>• Alisha James</li> <li>• Anita Au</li> <li>• Courtney Aguirre</li> <li>• David Milner</li> <li>• Francisco Barajas</li> <li>• Jaimee Lederman</li> <li>• James Ramirez</li> <li>• Julia Lippe-Klein</li> <li>• Kevin Kane</li> <li>• Kim Clark</li> <li>• Leigh Guannu</li> <li>• Lijun Sun</li> <li>• Lori Tapp</li> <li>• Ludlow Brown</li> <li>• Margaret de Larios</li> <li>• Megan Dearing</li> <li>• Mike Jones</li> <li>• Nicole Katz</li> <li>• Richard Lam</li> <li>• Sana Gautam</li> <li>• Sarah Dominguez</li> <li>• Scott Strelecki</li> <li>• Sean Eilenberg</li> <li>• Sean Tucker</li> <li>• Shalina Khanna</li> <li>• Stephanie McGrath</li> <li>• Tom Vo</li> <li>• Tonia Reeves-Jackson</li> <li>• Ying Zhou</li> </ul>

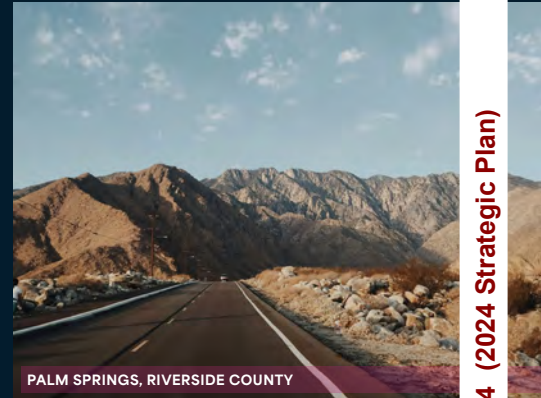
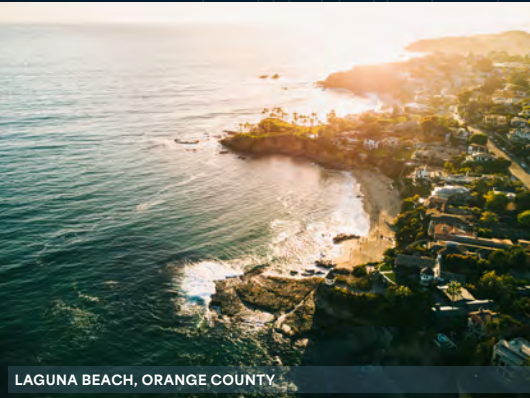


**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

1. SCAG\_StrategicPlan 2024
2. PowerPoint Presentation - Strategic Plan



Southern California Association of Governments

# Strategic Plan

2024

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# INTRODUCTION

The Southern California Association of Governments (SCAG) has a vision for the future of one of the largest and most diverse regions in the world.

The six-county region spans 38,000 square miles, 191 cities and a population of 18 million and counting. For more than 50 years of significant growth and change, SCAG has developed long-range transportation and land use plans that have helped Southern California communities thrive.

Our last Strategic Plan, adopted in 2018, has been key in focusing and guiding the organization in creating innovative solutions, advancing our policy interests, expanding our value-added services, and becoming a workplace of choice. Since its adoption, we have advanced our advocacy, communications and analytical capabilities and built a world-class workforce that will drive success for the region in the coming decade.

A great deal has changed since we last adopted our Strategic Plan in 2018. We have expanded our purview, which now includes a greater focus on economic development and housing, in addition to our transportation and land use planning. We have worked to integrate a focus on diversity, equity and inclusion across our work more fully, and we have engaged substantially in solving regional challenges with a national and global impact. Through this period, we also navigated the complexities and challenges posed by the Covid-19 pandemic, which saw changes in how we operate as an organization and engage our stakeholders.

As we look ahead, we face an ever-growing set of challenges and many emerging opportunities. Delivering in this emerging context requires that we refocus the organization to meet our challenges and capitalize on our opportunities. To understand what's most important, we have conducted a comprehensive assessment with input from various stakeholders. Our resulting strategic plan redefines the key roles we play for the region and the service we provide. It sets forth a fresh set of strategic priorities with objectives and measures to specifically guide our focus, operations and performance as we deliver on our mission to improve the lives of Southern Californians and beyond.



# SCAG Region Snapshot



**191** cities



**15TH** largest economy in the world



**6** counties



**38,618** square miles



**47.6%** of total state population



**18.7M** people in the region



# A MESSAGE FROM THE PRESIDENT

SCAG’s Regional Council comprises 86 leaders from throughout Southern California to guide the work of the nation’s largest metropolitan planning organization. We have a unique authority to implement policy direction for the region—and in order to do this effectively, we need the organization to operate smoothly and efficiently.

Despite the region’s complexities, many of Southern California’s local communities face similar challenges—providing adequate housing for residents, building and maintaining infrastructure, and growing the economy. These challenges are complicated and require hard work, as well thoughtful anticipation of the ever-shifting needs of the region.

As a companion to the recently adopted Connect SoCal 2024 Regional Transportation Plan/Sustainable Community Strategy, SCAG’s Strategic Plan guides the agency in its day-to-day activities and decisions in its work to plan for a brighter future.

This strategic plan can help SCAG to prioritize and structure activities that focus resources and support our region’s planning efforts and economic success. Through aligning the agency’s work, SCAG can better articulate the types of resources and assistance that will most effectively support jurisdictions in creating and implementing local plans, programs and projects that ladder up to Connect SoCal 2024.

In sum, this plan is an important element in guiding SCAG to effectively use and create resources toward outcomes that benefit the people of our region. The horizon for our work is long, and SCAG remains dedicated to the future of Southern California.

– **Curt Hagman**  
SCAG Regional Council President, 2024-25

# A MESSAGE FROM THE EXECUTIVE DIRECTOR

After nearly two years of collaborative work with extensive discussions, deep learning, and reflection, I am delighted to present our updated Strategic Plan.

Our Board members and staff have devoted considerable time and energy to craft a new five-year strategic plan for the agency. A primary aim of this strategic planning process was to educate by first learning from all stakeholders internal and external to SCAG about expectations of this regional agency, and then inform all about the true capacities available to us. This sets the stage to select the most pressing priorities and objectives to guide our work to ensure a continued positive impact in the communities we serve.

Through this comprehensive process, we have identified the following priorities to guide our actions for the next five years:

- Establish and implement a regional vision for a sustainable future.
- Be a cohesive and influential voice for the region.
- Spur innovation and action through leadership in research, analysis, and information sharing.
- Build a unified culture anchored in the pursuit of organizational excellence.
- Secure and optimize diverse funding sources to support regional priorities.

Our goal for this strategic plan has been for it to be a living document that charts a bold course, directing our actions, and measuring our progress. Beyond being a blueprint for optimizing agency effectiveness and efficiency, it serves as an aspirational guide, reminding us of the breadth and reach of our goals for the region.

We extend our heartfelt gratitude to everyone who engaged in our strategic planning process, from our dedicated employees to our esteemed members, board, and community partners.

We eagerly anticipate keeping you informed about our progress as we take steps to implement the plan, always keeping our focus on our mission: to foster innovative regional solutions that enhance the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

Thank you for your continued support as we embark on this journey together.

—**Kome Ajise**

# STRATEGIC PLANNING PROCESS





To optimize the performance and impact of the agency and with the goal of educating ourselves about the pains and priorities of partners and employees, we embarked on a process designed to help us learn about what matters while ensuring internal and external stakeholders understand SCAG’s commitment to improving the quality of life for residents in Southern California and feel included in the journey to accomplish that goal.

A discovery exercise with broad multi-stakeholder engagement—more than 150 people—was conducted to inform SCAG’s strategic plan.

Discovery focused on understanding SCAG’s internal and external opportunities and challenges and its levers for achieving greater impact.

The discovery process included:

- Interviews with 13 Executive/Administration Committee members
- Interviews with 27 SCAG managers
- Focus groups involving ~50 employees
- Roundtable discussions and interviews involving 41 individuals from SCAG partner organizations
- Regional Council survey with 25 respondents

<p><b>Phase 1: Project Start-Up</b></p> <ul style="list-style-type: none"> <li>• Background materials review</li> <li>• Project planning</li> <li>• Kickoff meeting</li> </ul>	2022	
<p><b>Phase 2: Vision</b></p> <p><b>Discovery</b></p> <ul style="list-style-type: none"> <li>• Conduct comprehensive data collection:</li> <li>• Voice of leadership, employees, stakeholders</li> <li>• Develop findings report</li> <li>• Facilitate findings and feedback work session</li> </ul>	Winter 2023 / Spring 2024	
<p><b>Vision &gt;&gt; Strategic Goals</b></p> <ul style="list-style-type: none"> <li>• Conduct strategic planning kickoff sessions</li> <li>• Create strategic planning working groups</li> <li>• Facilitate working group planning sessions</li> <li>• Facilitate sessions to build draft Strategic Plan</li> <li>• Refine and complete draft Strategic Plan</li> <li>• Finalize Strategic Plan</li> </ul>	Spring-Fall 2023	
<p><b>Phase 3: Implementation Planning</b></p> <ul style="list-style-type: none"> <li>• Develop implementation plan</li> <li>• Develop change communications plan</li> <li>• Develop training to support key changes</li> <li>• Develop metrics dashboard</li> </ul>	Summer-Fall 2024	

# STRATEGIC PLAN AT-A-GLANCE

This Strategic Plan reflects a purposeful, concentrated effort to create the conditions for SCAG to accomplish its vision and mission with a focused use of expertise and resources. The plan’s activities will result in strategic projects intended to have a catalytic effect on the region, supporting growth and safety for residents of the communities we serve. Anchored in a foundation of organizational vision, mission and values, a set of strategic priorities will guide the direction of SCAG and be supported by specific objectives to be accomplished over the next five years.

<b>Vision</b>	<b>Southern California’s catalyst for a brighter future</b>		
<b>Mission</b>	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.		
<b>Values</b>	<b>Be Open</b> Be accessible, respectful, collaborative and transparent in the work we do.	<b>Lead by Example</b> Lead with integrity and fairness in working to meet the diverse needs of all people and communities in our region.	<b>Make an Impact</b> In all endeavors, effect positive and sustained outcomes that make our region thrive.
	<b>Be Courageous</b> Have confidence that taking deliberate, bold and purposeful risks can yield new and valuable benefits.	<b>Cultivate Belonging</b> Embrace differences, foster equity, champion inclusion and empower all.	
<b>Priorities</b>	<ol style="list-style-type: none"><li>1. Establish and implement a regional vision for a sustainable future</li><li>2. Be a cohesive and influential voice for the region</li><li>3. Spur innovation and action through leadership in research, analysis and information sharing</li><li>4. Build a unified culture anchored in the pursuit of organizational excellence</li><li>5. Secure and optimize diverse funding sources to support regional priorities</li></ol>		

# SERVICES WE DELIVER TO THE REGION

SCAG serves as a vital nexus for collaboration, data analysis and policy coordination, facilitating informed decision-making and fostering consensus among stakeholders in the region. The Strategic Plan helped clarify the agency's many roles, clarification critical to ensure effective coordination and optimize performance to support regional development.



## Planning Organization

- Plan for a better future
- Perform legally required functions as a metropolitan planning organization
- Author the roadmap for Southern California’s transportation and mobility
- Be a voice for disadvantaged communities and issues
- Reduce disparities in access to public services
- Create resources that level the playing field (e.g., access to data, grants, resources and tools)
- Embrace expanding role in land use, housing, economics and equity
- Be the model planning agency and council of governments



## Regional Convenor and Capacity Builder

- Convene political, thought and business leaders
- Create the environment for expanded thinking and better decision-making
- Focus on including diverse perspectives and cultivating new ideas
- Bring together voices from throughout the region for information sharing
- Educate members and communities regarding funding and regional issues
- Administer federal and state resources to support implementation of regional initiatives



## Advocate for Members at the State and Federal level

- Drive state and federal initiatives/funding based on local government issues
- Ensure Southern California gets its fair share from the State of California and the Federal government
- Be a single voice to enable collaboration with other entities

## Value-Added Membership Organization

- Maintain and foster a member orientation
- Cultivate the trust and faith of members
- Provide demonstrable value to members
- Raise up and represent disadvantaged communities





## Data and Information Services Resource

- Provide intelligence to benefit members and public stakeholders
- Be the premier and trusted source for data and analysis
- Leverage data and technology to drive decision-making
- Develop tools to support education, policy implementation and change management
- Collaborating to develop new processes, tools and systems through research



## Thought Leader and Policy Maker

- Develop a shared vision for the region
- Focus on developing sustainable and forward-thinking solutions to the region's challenges
- Play a more active leadership role in making policy and providing guidance to members and stakeholders for the region
- Link different groups to broker solutions
- Fund new ideas/programs being developed in the public sector

# OUR VISION

VENICE BEACH, LOS ANGELES COUNTY

# Southern California's catalyst for a brighter future

Attachment: SCAG\_StrategicPlan 2024 (2024 Strategic Plan)

# 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 VALUES

Our values serve as guiding principles, shaping behavior, decisions and interactions, fostering a cohesive and purpose-driven environment that reflects the agency’s culture and identity.

## Be Open

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

## Lead by Example

Lead with integrity and fairness 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.

## Cultivate Belonging

Embrace differences, foster equity, champion inclusion and empower all.

# STRATEGIC PRIORITIES

Strategic priorities are core areas of focus that guide organizational actions and resource allocation to ensure the agency’s effectiveness, relevance and success in supporting the region’s changing needs.

- 1** Establish and implement a regional vision for a sustainable future
- 2** Be a cohesive and influential voice for the region
- 3** Spur innovation and action through leadership in research, analysis and information sharing
- 4** Build a unified culture anchored in the pursuit of organizational excellence
- 5** Secure and optimize diverse funding sources to support regional priorities

1

# Establish and implement a regional vision for a sustainable future

Connect SoCal represents our most-up-to-date understanding of the region, along with the policies, strategies and projects to advance the region’s mobility, communities, environment and economy. SCAG’s vision is to foster an environment for a healthy, prosperous, accessible and connected region for a more resilient and equitable future.

**Objectives:**

- 1.1 Lead on regional performance-based planning and programming to target investments toward improving the safety, efficiency, affordability, equity, sustainability and maintenance of the transportation system.
- 1.2 Facilitate corridor and network planning to realize seamless mobility and support implementation of Complete Streets, transit and multimodal integration across the SCAG region.
- 1.3 Partner to implement Transportation Demand Management and Intelligent Transportation Systems solutions to optimize system performance while planning for a connected and automated vehicle future.
- 1.4 Lead the effort to establish stable and sustainable transportation funding.
- 1.5 Provide resources and research to develop, connect, and sustain livable and thriving communities.
- 1.6 Identify solutions through regional planning and local planning programs to address systemic barriers to housing production to meet the needs of the region.
- 1.7 Lead efforts and funding opportunities to foster sustainable land use development across the SCAG region to foster growth while conserving and restoring natural and agriculture lands.

1

# Establish and implement a regional vision for a sustainable future

**Objectives (continued):**

- 1.8 Coordinate with partners to meet federal and state ambient air quality standards and support local and regional climate adaptation, mitigation and resilience activities.
- 1.9 Lead and partner on planning and implementation of clean fuel and clean vehicle infrastructure.
- 1.10 Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.
- 1.11 Lead regional planning to foster a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region’s economic vitality, attainment of clean air standards and quality of life for our communities.

2

## Be a cohesive and influential voice for the region

SCAG has the challenge and opportunity of bridging a broad set of stakeholders and priorities at the local, state and federal levels to advance the region’s mobility, community, economic and environmental goals. This strategic priority seeks to strengthen our effectiveness by improving communication, creating strong alliances and advocacy, and enhancing our credibility with decision-makers and stakeholders with a cohesive voice.

**Objectives:**

- 2.1 Build a deep understanding of the needs of all our communities and stakeholders to inform our work.
- 2.2 Facilitate regional dialogue and collaboration on key issues for effective policy development.
- 2.3 Build the agency’s credibility as a policy thought leader and strengthen relationships with partners across sectors and all levels of government.
- 2.4 Position SCAG as a leader in legislative advocacy and influence key policy areas.
- 2.5 Ensure members and stakeholders understand the impact of SCAG’s work and are empowered to lead on regional issues (e.g., development of board policy issues).



### 3 Spur innovation and action through leadership in research, analysis and information sharing

The increasing complexity of the regional planning process requires cutting-edge research leadership to develop solutions that align actions across disciplines and sectors to achieve shared goals. Therefore, the need to understand the evolving complexity and interconnectivity between broader issues requires SCAG to advance our efforts to research, analyze and share data and tools that enhance local and regional planning work for our members and beyond.

**Objectives:**

- 3.1 Ensure SCAG is a trusted source for accurate data and intelligence dedicated to objective analysis of regional plans and assisting local jurisdictions with planning.
- 3.2 Lead in planning research and analysis leveraging cutting-edge tools (e.g. Big Data, AI, Activity Based Model, GIS, Scenario Planning Model, Regional Data Platform) to generate insights to inform regional and local decision-making.
- 3.3 Leverage local planning programs and pilots to reveal local solutions that can be scaled to achieve regional objectives.
- 3.4 Establish models for partnerships internally and with the private sector, universities and Community Based Organizations to leverage the diversity of skills, expertise and experience resident in the region.

## 4 Build a unified culture anchored in the pursuit of organizational excellence

Remain a workplace of choice by prioritizing excellence in every aspect of the organization. Ensure SCAG's values are embedded across the organization's culture, processes, systems and structures. As priorities and resources shift, be a continuous learning organization built on trust, transparency, collaboration and staff engagement.

### Objectives:

- 4.1 Cultivate a positive employee experience where all feel valued and inspired to reach their fullest potential.
- 4.2 Utilize internal governance to define, prioritize, and resource operational improvements in support of business objectives, effectiveness and efficiency.
- 4.3 Enhance internal communication, information accessibility and knowledge management.
- 4.4 Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.
- 4.5 Optimize processes for efficient multi-disciplinary ideation and collaboration, from project initiation to implementation and ongoing maintenance.

## 5 Secure and optimize diverse funding sources to support regional priorities

Through good stewardship, ensure our region and SCAG have the funding required to support robust planning, research and project implementation to address the diverse regional priorities identified in Connect SoCal.

**Objectives:**

- 5.1 Maintain fair, equitable and compliant project selection and funding administration.
- 5.2 Establish recurring revenue to support essential regional needs, including community development and housing initiatives.
- 5.3 Pursue and advocate for new funding opportunities that support member agencies and SCAG.
- 5.4 Preserve and grow existing critical funding sources.
- 5.5 Explore opportunities to develop revenue-generating products and/or services.

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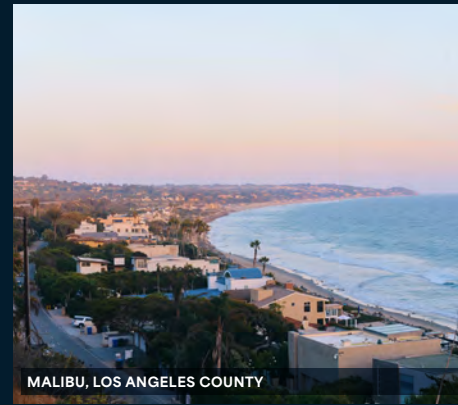
[scag.ca.gov](http://scag.ca.gov)



SALTON SEA, IMPERIAL COUNTY & RIVERSIDE COUNTY



RANCHO PALOS VERDES, LOS ANGELES COUNTY



MALIBU, LOS ANGELES COUNTY



JOSHUA TREE, SAN BERNADINO COUNTY



VENTURA, VENTURA COUNTY



# 2024 Strategic Plan

June 6, 2024

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

Attachment: PowerPoint Presentation - Strategic Plan (2024 Strategic Plan)

1

## Strategic Plan Purpose

- In 2018, SCAG adopted a Strategic Plan that aimed to guide the organization in addressing regional issues, advancing the region's policy interests, expanding its value-added services, and becoming a workplace of choice.
- As the Agency's work has evolved, SCAG recognized the need to update the Strategic Plan to ensure continued success and effectively support the ever-growing set of complex challenges and opportunities in the region.
- The 2024 Strategic Plan will serve as a framework to guide the agency's work planning, decision-making, and resource allocation to accomplish the mission to improve the lives of Southern Californians and achieve our collective vision for the future

# Strategic Plan Discovery

- At the EAC retreat in June 2023, we shared discovery findings on SCAG’s internal and external opportunities in our changing political and socioeconomic environment

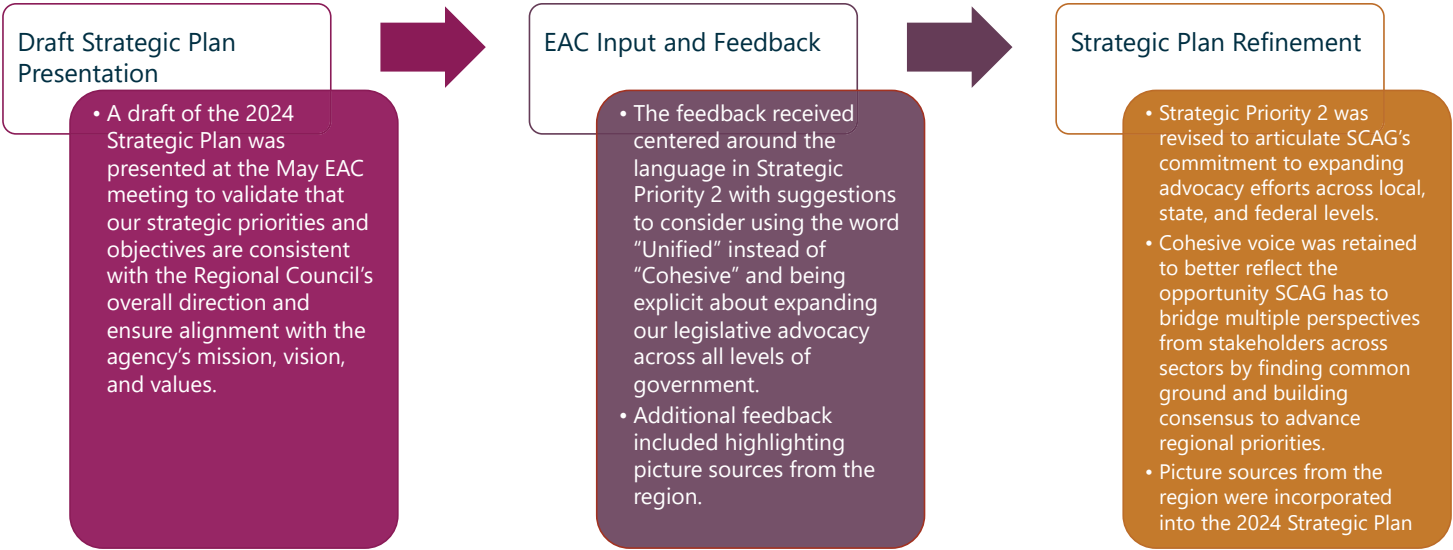
### Discovery Included Feedback from:



# Inclusive and Collaborative Strategic Plan Development

- To ensure our 2024 Strategic Plan reflects a purposeful, concentrated effort we engaged our experts across the organization to continue refining our Strategic Plan
- We created eight working groups and held a series of workshops with the Executive Team and Management Team designed to translate the findings into Strategic Priorities and Objectives as the foundation for the Strategic Plan
- The Strategic Plan presented to you today redefines the key roles SCAG plays for the region and the services provided. It sets forth a fresh set of Strategic Priorities and Objectives to guide the agency’s focus, operations, and performance, and deliver on the mission to improve the lives of Southern Californians and beyond

# Draft Strategic Plan: EAC Insights and Recommendations



## Our Values

### Be Open

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

### Lead By Example

Lead with integrity and fairness 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.

### Cultivate Belonging

Embrace differences, foster equity, champion inclusion, and empower all.

# SCAG's Roles



# Our Strategic Priorities

- 01** Establish and implement a regional vision for a sustainable future
- 02** Be a cohesive and influential voice for the region
- 03** Spur innovation and action through leadership in research, analysis and information sharing
- 04** Build a unified culture anchored in the pursuit of organizational excellence
- 05** Secure and optimize diverse funding sources to support regional priorities



# Strategic Priority #1: Establish and implement a regional vision for a sustainable future

**Description:** Connect SoCal represents our most-up-to-date understanding of the region, along with the policies, strategies and projects to advance the region’s mobility, communities, environment and economy. SCAG’s vision is to foster an environment for a healthy, prosperous, accessible and connected region for a more resilient and equitable future.

## Objectives:

- Lead on regional performance-based planning and programming to target investments toward improving the safety, efficiency, affordability, equity, sustainability and maintenance of the transportation system.
- Facilitate corridor and network planning to realize seamless mobility and support implementation of Complete Streets, transit and multimodal integration across the SCAG region
- Partner to implement Transportation Demand Management and Intelligent Transportation Systems solutions to optimize system performance while planning for a connected and automated vehicle future.
- Lead the effort to establish stable and sustainable transportation funding
- Provide resources and research to develop, connect, and sustain livable and thriving communities

# Strategic Priority #1: Establish and implement a regional vision for a sustainable future (cont.)

## Objectives:

- Identify solutions through regional planning and local planning programs to address systemic barriers to housing production to meet the needs of the region.
- Lead efforts and funding opportunities to foster sustainable land use development across the SCAG region to foster growth while conserving and restoring natural and agriculture lands.
- Coordinate with partners to meet federal and state ambient air quality standards and support local and regional climate adaptation, mitigation and resilience activities
- Lead and partner on planning and implementation of clean fuel and clean vehicle infrastructure
- Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region
- Lead regional planning to foster a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region’s economic vitality, attainment of clean air standards and quality of life for our communities.

## Strategic Priority #2: Be a cohesive and influential voice for the region

**Description:** SCAG has the challenge and opportunity of bridging a broad set of stakeholders and priorities at the local, state, and federal levels to advance the region’s mobility, community, economic and environmental goals. This strategic priority seeks to strengthen our effectiveness by improving communication, creating strong alliances and advocacy, and enhancing our credibility with decision-makers and stakeholders with a cohesive voice.

### Objectives:

- Build a deep understanding of the needs of all our communities and stakeholders to inform our work
- Facilitate regional dialogue and collaboration on key issues for effective policy development
- Build the agency’s credibility as a policy thought leader and strengthen relationships with partners across sectors and all levels of government
- Position SCAG as a leader in legislative advocacy and influence key policy areas
- Ensure members and stakeholders understand the impact of SCAG’s work and are empowered to lead on regional issues (.e.g. development of board policy issues, regional...)

## Strategic Priority #3: Spur innovation and action through leadership in research, analysis and information sharing

**Description:** The increasing complexity of the regional planning process requires cutting edge research leadership to develop solutions that align actions across disciplines and sectors to achieve shared goals. Therefore, the need to understand the evolving complexity and interconnectivity between broader issues requires SCAG to advance our efforts to research, analyze and share data and tools that enhance local and regional planning work for our members and beyond.

### Objectives:

- Ensure SCAG is a trusted source for accurate data and intelligence dedicated to objective analysis of regional plans and assisting local jurisdictions with planning
- Lead in planning research and analysis leveraging cutting-edge tools (e.g. Big Data, AI, Activity Based Model, GIS, Scenario Planning Model, Regional Data Platform) to generate insights to inform regional and local decision-making.
- Leverage local planning programs and pilots to reveal local solutions that can be scaled to achieve regional objectives.
- Establish models for partnerships internally and with the private sector, universities and Community Based Organizations to leverage the diversity of skills, expertise and experience resident in the region.

## Strategic Priority #4: Build a unified culture anchored in the pursuit of organizational excellence

**Description:** Remain a workplace of choice by prioritizing excellence in every aspect of the organization. Ensure SCAG's values are embedded across the organization's culture, processes, systems and structures. As priorities and resources shift, be a continuous learning organization built on trust, transparency, collaboration and staff engagement.

### Objectives:

- Cultivate a positive employee experience where all feel valued and inspired to reach their fullest potential
- Utilize internal governance to define, prioritize, and resource operational improvements in support of business objectives, effectiveness and efficiency
- Enhance internal communication, information accessibility and knowledge management
- Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration
- Optimize processes for efficient multi-disciplinary ideation and collaboration, from project initiation to implementation and ongoing maintenance

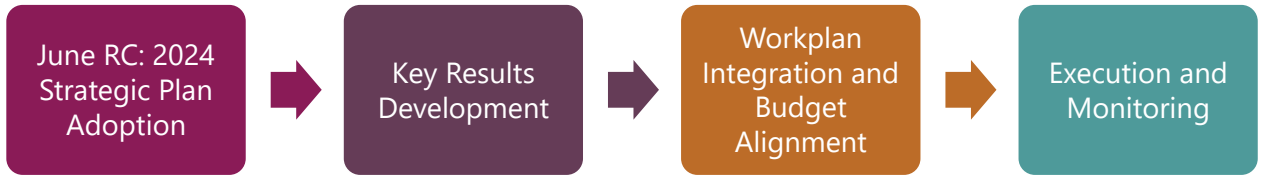
## Strategic Priority #5: Secure and optimize diverse funding sources to support regional priorities

**Description:** Through good stewardship, ensure our region and SCAG have the funding required to support robust planning, research, and project implementation to address the diverse regional priorities identified in Connect SoCal.

### Objectives:

- Maintain fair, equitable and compliant project selection and funding administration
- Establish recurring revenue to support essential regional needs, including community development and housing initiatives
- Pursue and advocate for new funding opportunities that support member agencies and SCAG
- Preserve and grow existing critical funding sources
- Explore opportunities to leverage Agency expertise to develop revenue-generating products and/or services

# SCAG's 2024 Strategic Plan: What Comes Next



## THANK YOU!



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Heidi Busslinger, Principal Regional Planner  
213-630-1541, busslinger@scag.ca.gov

**Subject:** 2023-2026 CRP-CMAQ-STBG Project Selection and Award  
Recommendations

**RECOMMENDED TC ACTION:**

Recommend that the Regional Council: (1) approve the 2023-2026 CRP-CMAQ-STBG Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to make programming adjustments as necessary.

**RECOMMENDED RC ACTION:**

That the Regional Council: (1) approve the 2023-2026 CRP-CMAQ-STBG Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to make programming adjustments as necessary.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*SCAG staff is seeking approval of the 2023-2026 CRP-CMAQ-STBG project award and contingency lists consistent with the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Program Guidelines approved by the Transportation Committee (TC) and Regional Council (RC) on June 1, 2023, and the Carbon Reduction Program (CRP) Program Guidelines approved by Executive Administration Committee (EAC) on December 6, 2023. The project award list consists of 61 projects totaling \$279.7 million. Due to obligation deadlines for federal funding, SCAG staff is bringing this approval request to both TC and RC simultaneously. Upon approval of the recommendation, SCAG staff will work with project sponsors to program these funds in the Federal Transportation Improvement Program (FTIP), allowing project sponsors to begin the project obligation process.*

**BACKGROUND:**

The CMAQ program is a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The STBG program is a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. Roughly \$300 million in CMAQ and \$300 million in STBG funds for a combined amount of \$600 million annually is apportioned to the Southern California Association of Governments (SCAG) region. As of July 1, 2023, SCAG is responsible for the selection of CMAQ/STBG-funded projects in the SCAG region.

The CMAQ/STBG program guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding;
- SCAG initiates a regional call for project nominations;
- The County Transportation Commissions (CTCs) assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities; and
- SCAG evaluates project nominations against program criteria and recommends a list of projects for RC approval.

The CRP is a new program established by the Infrastructure Investment and Jobs Act (IIJA) and provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources. Under the program, each state is required to develop a Carbon Reduction Strategy by November 15, 2023, which identifies projects and strategies to reduce transportation emissions. The Carbon Reduction Strategy for California was developed by Caltrans and establishes a framework for eligible priority project categories that can use CRP funds in California:

- Zero-emission vehicles and supporting infrastructure,
- Active transportation,
- Rail and transit, and
- Conversion of existing highway lanes to priced managed lanes.

SCAG is responsible for the selection of CRP-funded projects in the SCAG region. In April 2023, the RC approved expedited project selection of Fiscal Year 2021-22 (FY2022) CRP funds. SCAG staff, in consultation with the region's CTCs, developed program guidelines for the selection of CRP-funded projects for FY2023 through FY2026. As outlined in the guidelines, SCAG will use 65 percent of regional CRP funds (approximately \$92 million for FY2023 through FY2026) for a solicitation for project nominations in partnership with the region's CTCs. The CRP Program Guidelines outline a process in which:

- SCAG determines the availability of CRP funding;
- SCAG initiates a regional solicitation for project nominations;
- The CTCs assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities; and
- SCAG evaluates project nominations against program criteria and recommends a list of projects for RC approval.

All CRP, CMAQ, and STBG projects approved by the RC for funding will be programmed in the FTIP.

**OUTREACH:**

SCAG conducted outreach supporting the solicitation for project nominations through RC meeting announcements, newsletter blurbs, and postings on the SCAG website. SCAG collaborated with the CTCs on outreach efforts.

Per the CMAQ/STBG and CRP guidelines, the CTCs were required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. Many CTCs conducted their own call for projects to satisfy the public outreach requirement. The CTCs documented their public outreach and stakeholder engagement process and provided the information to SCAG as part of their nomination submittal. A summary of the outreach activities by each CTC is provided below.

CTC	Outreach Activities
Imperial County Transportation Commission (ICTC)	<ul style="list-style-type: none"> <li>• ICTC held an expedited Call for Projects which opened on November 9, 2023, and concluded on January 26, 2024.</li> <li>• Announcements of the Call were made at the following ICTC meetings: Technical Advisory Committee, Management Committee, and Commission meetings.</li> <li>• Information posted on ICTC’s website.</li> </ul>
Los Angeles County Metropolitan Transportation Authority (LA Metro)	<ul style="list-style-type: none"> <li>• LA Metro held a call for project nominations which concluded on February 16, 2024.</li> <li>• A presentation was made at the Technical Advisory Committee.</li> <li>• Email notifications were sent to the Councils of Government Executive Directors, regional partners, and local agencies.</li> <li>• Metro Board Box developed to inform Metro Board members and their staff of the nomination process.</li> <li>• LA Metro provided weekly office hours to potential applicants.</li> </ul>

CTC	Outreach Activities
Orange County Transportation Authority (OCTA)	<ul style="list-style-type: none"> <li>• OCTA conducted a Complete Streets Call for Projects.</li> <li>• OCTA held a kickoff session and provided individual meetings with potential applicants.</li> </ul>
Riverside County Transportation Commission (RCTC)	<ul style="list-style-type: none"> <li>• Presentations to RCTC’s Technical Advisory Committee, RCTC’s bimonthly Transit Roundtable group, RCTC’s Budget and Implementation Committee and full Board.</li> <li>• Email blasts to the Technical Advisory Committee and other relevant individuals who have opted in to receive programming-related email blasts from RCTC, the Transit Roundtable, and known Tribal Governments staff.</li> <li>• Office hours made available to eligible agencies.</li> <li>• One-on-one consultations with eligible applicants throughout the SCAG call period.</li> <li>• Strategic review and feedback of eligible agencies’ draft nominations.</li> </ul>
San Bernardino County Transportation Authority (SBCTA)	<ul style="list-style-type: none"> <li>• SBCTA contacted members of the Transportation Technical Advisory Committee and City/County Manager’s Technical Advisory Committee soliciting projects.</li> <li>• Projects were also identified through the development of the 2021 Update to the 10-Year Delivery Plan, which requires extensive outreach and coordination with all jurisdictions in San Bernardino County.</li> </ul>
Ventura County Transportation Commission (VCTC)	<ul style="list-style-type: none"> <li>• Projects were nominated from various plans developed by VCTC including the 101 Communities Connected (Multimodal Corridor Plan), the Ventura County Freight Corridors Study, and the VCTC Strategic Plan which went through extensive public outreach efforts including digital outreach and in-person public workshops.</li> <li>• Projects from VCTC’s recent call for projects and its SB 125 transit needs were also considered.</li> <li>• VCTC discussed the prioritization approach with the Transit Operators Committee and the Transportation Technical Advisory Committee.</li> </ul>

**SUMMARY OF REVIEW PROCESS:**

On January 4, 2024, SCAG released the 2023-2026 CRP-CMAQ-STBG Solicitation for Project Nominations. Prior to closing the Solicitation on March 29, 2024, SCAG met with the CTCs to discuss their prioritization process and made office hours available to applicants. SCAG received a total of 95 projects requesting over \$472 million.



Review criteria included:

- Eligibility: SCAG staff reviewed submitted documentation to ensure CTC, potential implementing agency, and project compliance with applicable federal, state, and regional policies. Project elements were reviewed to ensure eligibility for the fund source requested.
- Average score: Proposals were reviewed and scored by five-member panels according to the scoring rubric in the CMAQ/STBG Guidelines and the CRP Guidelines and scoring criteria in the 2023-2026 CRP-CMAQ-STBG Application.
- Program balancing: To achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff adjusted project prioritization based on the following factors:
  - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities,
  - County targets (as detailed in the SCAG RC-approved STBG/CMAQ Compliance Action Plan),
  - Relative funding availability, and
  - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

The project applications recommended for CMAQ funding were sent to the local air districts within the region for review and concurrence.

**SUMMARY OF AWARD RECOMMENDATIONS:**

SCAG recommends funding 61 projects. A full list of project awards and contingency list is available in Attachment 1. These projects are well-aligned with the federal funding program’s intent and SCAG goals. A summary of awards across counties is provided below.

County	Projects Requested	Fully Funded	Partially Funded	Unfunded	Total Award
Imperial	12	10		2	\$3,109,00
Los Angeles	29	18		11	\$147,863,107
Orange	22	10		12	\$48,469,200
Riverside	13	2	3	8	\$34,458,016
San Bernardino	8	8			\$34,224,000
Ventura	11	10	1		\$11,558,714
<b>Total SCAG Region</b>	<b>95</b>	<b>58</b>	<b>4</b>	<b>33</b>	<b>\$279,682,037</b>

Project awards are split across the three fund sources:

- \$57 million of CMAQ funding awarded
- \$130 million of STBG funding awarded
- \$92.8 million of CRP funding awarded

With the CRP-CMAQ-STBG project awards, SCAG will fund a diverse set of multimodal transportation projects throughout the region which further the goals of Connect SoCal 2024.

Please note that contingency projects will be awarded as funding becomes available (e.g., due to an awarded project's inability to deliver within the obligation timeline or due to increased apportionment estimates). Available funding will be prioritized for partially awarded projects and projects on the contingency list with a Highly Recommended ranking.

**NEXT STEPS:**

Upon approval, SCAG staff will work with project sponsors and the CTCs to program these funds into the FTIP, which will allow the sponsors to begin the obligation process.

**FISCAL IMPACT:**

Work associated with this item is included in the FY2024 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management).

**ATTACHMENT(S):**

1. CRP-CMAQ-STBG Program Award and Contingency and Not Recommended Lists
2. PowerPoint Presentation - CRP-CMAQ-STBG Award Recommendations

2023-2026 CRP-CMAQ-STBG Project Award List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount	Recommended Fund Source	Recommended Funding Award	CMAQ	STBG	CRP
ICTC	City of Imperial	Aten Blvd Sidewalk Installation Project, Phase I	Highly Recommended	CMAQ	\$132,000	CMAQ	\$132,000	\$132,000		
ICTC	City of Imperial	Aten Blvd Sidewalk Installation Project, Phase II	Highly Recommended	CMAQ	\$112,000	CMAQ	\$112,000	\$112,000		
ICTC	City of Imperial	Aten Blvd Sidewalk Installation Project, Phase III	Highly Recommended	CMAQ	\$144,000	CMAQ	\$144,000	\$144,000		
ICTC	City of Imperial	EV Electric Charging Station Installation of EV Purchase, Phase III	Highly Recommended	CRP	\$311,000	CRP	\$311,000			\$311,000
ICTC	ICTC	Imperial County Region EV Charging Station Feasibility Study	Highly Recommended	CRP	\$150,000	CRP	\$150,000			\$150,000
ICTC	City of Imperial	P Street Rehabilitation from Aten Blvd to Rosarito Drive, Phase I	Highly Recommended*	STBG	\$519,000	STBG	\$519,000		\$519,000	
ICTC	City of El Centro	ROW Utility Relocations for the S. Imperial Ave Phase IV	Highly Recommended*	STBG	\$520,000	STBG	\$520,000		\$520,000	
ICTC	City of Brawley	Western Avenue Improvement Project	Highly Recommended*	STBG	\$599,000	STBG	\$599,000		\$599,000	
ICTC	City of Imperial	EV Charging Station Installation of EV Purchase, Phase I	Recommended	CRP	\$311,000	CRP	\$311,000			\$311,000
ICTC	City of Imperial	EV Charging Station Installation of EV Purchase, Phase II	Recommended	CRP	\$311,000	CRP	\$311,000			\$311,000
LA Metro	City of Pasadena	17 Fuel Cell Electric Buses for Pasadena Transit System Legacy Project	Highly Recommended	CRP	\$2,500,000	CRP	\$2,500,000			\$2,500,000
LA Metro	City of Glendale	City of Glendale Electrification of Beeline Bus Fleet and Maintenance Facility	Highly Recommended	CMAQ	\$7,680,000	CMAQ	\$7,680,000	\$7,680,000		
LA Metro	San Gabriel Valley COG	City of Pomona Transit Improvement Program	Highly Recommended	CRP	\$8,144,500	CRP	\$8,144,500			\$8,144,500
LA Metro	City of Torrance	City of Torrance Traffic Signal Safety Updates	Highly Recommended*	STBG	\$1,667,595	CRP	\$1,667,595			\$1,667,595
LA Metro	LA Metro	EB SR-91 Atlantic to Cherry Improvements Project	Highly Recommended	STBG	\$24,333,000	STBG	\$24,333,000		\$24,333,000	
LA Metro	LADOT	Exposition II West Bikeways - Northvale Gap Closure	Highly Recommended	CMAQ	\$13,279,500	CMAQ/STBG	\$13,279,500	\$9,779,500	\$3,500,000	
LA Metro	City of Culver City	Jefferson Enhanced Transit Service	Highly Recommended	CMAQ	\$9,530,321	CMAQ	\$9,530,321	\$9,530,321		
LA Metro	San Gabriel Valley COG	La Verne A Line Transit Oriented Development Pedestrian Bridge	Highly Recommended	STBG	\$16,000,000	STBG	\$16,000,000		\$16,000,000	
LA Metro	LA County	Link Willowbrook and Kind Medical Center Shuttles Zero Emission Vehicles	Highly Recommended	CMAQ	\$1,327,950	CRP	\$1,327,950			\$1,327,950
LA Metro	City of Culver City	Metro Bike Share Westside Connectivity Project	Highly Recommended	CRP	\$1,018,614	CRP	\$1,018,614			\$1,018,614
LA Metro	LA Metro	Metro Bus Division 18 Charging Infrastructure Project	Highly Recommended	CRP	\$24,000,000	CRP	\$24,000,000			\$24,000,000
LA Metro	LADOT	Mid-City Low Stress Bicycle Enhancement Corridors	Highly Recommended	CMAQ	\$1,810,419	CMAQ	\$1,810,419	\$1,810,419		
LA Metro	City of Culver City	MOVE Culver City Sepulveda and Jefferson Corridors	Highly Recommended	CRP	\$1,674,248	CRP	\$1,674,248			\$1,674,248
LA Metro	City of Pico Rivera	Regional Trail Entrances and City Entry Points Safety Improvements Project	Highly Recommended*	STBG	\$2,434,664	CRP	\$2,434,664			\$2,434,664
LA Metro	LA County	South Whittier Community Bikeway Access Improvement Project	Highly Recommended*	STBG	\$17,060,021	STBG	\$17,060,021		\$17,060,021	
LA Metro	City of Long Beach	Stuebaker Corridor Complete Streets Project	Highly Recommended	STBG	\$5,000,000	STBG	\$5,000,000		\$5,000,000	
LA Metro	LA County	Sunshine Shuttle Zero Emission Vehicles	Highly Recommended	CMAQ	\$3,762,525	CRP	\$3,762,525			\$3,762,525
LA Metro	City of LA	Western Our Way - Walk and Wheel Improvement Project	Highly Recommended*	STBG	\$6,639,750	CRP	\$6,639,750			\$6,639,750
OCTA	OCTA	Zero Emission Bus Purchase	Highly Recommended	CRP	\$15,048,000	CRP	\$15,048,000			\$15,048,000
OCTA	City of Huntington Beach	Banning Avenue Roundabout & Southeast Corridor Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$5,000,000	CMAQ/STBG	\$5,000,000	\$4,016,000	\$984,000	
OCTA	City of Fullerton	Harbor Blvd Complete Streets Improvement Project	Highly Recommended	CMAQ/STBG	\$4,854,000	STBG	\$4,854,000		\$4,854,000	
OCTA	City of Irvine	Harvard Avenue Complete Streets and Safety Improvements	Highly Recommended	CMAQ/STBG	\$4,312,000	CMAQ/STBG	\$4,312,000	\$3,608,000	\$704,000	
OCTA	City of Tustin	Main Street Enhancement Project	Highly Recommended	CMAQ/STBG	\$3,172,000	CMAQ/STBG	\$3,172,000	\$802,360	\$2,369,640	
OCTA	City of Mission Viejo	Mission Viejo Quad Cities Trail	Highly Recommended	CMAQ	\$4,787,200	CMAQ	\$4,787,200	\$4,787,200		
OCTA	City of Buena Park	Orangethorpe Avenue Complete Streets Planning Study	Highly Recommended	STBG	\$308,000	STBG	\$308,000		\$308,000	
OCTA	City of Orange	Riverdale Avenue Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$2,573,000	CMAQ/STBG	\$2,573,000	\$2,127,200	\$445,800	
OCTA	City of Laguna Niguel	South Forbes Road Oso Creek Trail Active Transportation Enhancements	Highly Recommended	CMAQ/STBG	\$3,415,000	STBG	\$3,415,000		\$3,415,000	
OCTA	City of Irvine	Venta Spur Trail & Jeffrey Road Pedestrian and Bicycle Bridge	Highly Recommended	CMAQ/STBG	\$5,000,000	CMAQ/STBG	\$5,000,000	\$4,000,000	\$1,000,000	
RCTC	Coachella Valley Association of Governments	Addressing Climate Change, Emergencies, and Sandstorms (ACCESS)	Highly Recommended	STBG	\$33,350,000	STBG	\$7,589,150		\$7,589,150	
RCTC	City of Banning	Electric Charging Infrastructure to Support City of Banning's Transition to Zero Emissions	Highly Recommended	CRP	\$488,666	CRP	\$488,666			\$488,666
RCTC	RCTC	I-15 Express Lanes Project Southern Extension (I-15 ELPSE)	Highly Recommended	STBG	\$24,000,000	STBG	\$18,700,000		\$18,700,000	
RCTC	Riverside Transit Agency	Purchase of Five Replacement Zero-Emission Vehicles	Recommended	CRP	\$6,469,350	CRP	\$5,000,000			\$5,000,000
RCTC	SunLine Transit Agency	SunLine Hydrogen Fueling Station - Division III	Recommended*	CRP	\$2,680,200	CRP/STBG	\$2,680,200		\$1,210,850	\$1,469,350
SBCTA	Town of Apple Valley	Bear Valley Bridge Active Transportation Project Elements	Highly Recommended	CRP	\$1,382,200	CRP	\$1,382,200			\$1,382,200
SBCTA	City of Rancho Cucamonga	City Center Boulevard Design - Haven Avenue & Foothill Boulevard	Highly Recommended	CRP	\$3,000,000	CRP	\$3,000,000			\$3,000,000
SBCTA	San Bernardino County	Del Rose Sidewalks	Highly Recommended	CRP	\$961,000	CRP	\$961,000			\$961,000

Attachment: CRP-CMAQ-STBG Program Award and Contingency and Not Recommended Lists (2023-2026 CRP-CMAQ-STBG Project Selection

**2023-2026 CRP-CMAQ-STBG Project Award List**

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount	Recommended Fund Source	Recommended Funding Award	CMAQ	STBG	CRP
SBCTA	City of Montclair	Fremont Avenue - Arrow Highway Active Transportation Improvements	Highly Recommended	CRP	\$975,000	CRP	\$975,000			\$975,000
SBCTA	SBCTA	I-10 Corridor Freight and Managed Lane Project	Highly Recommended	CMAQ/STBG	\$23,000,000	CMAQ/STBG	\$23,000,000	\$7,000,000	\$16,000,000	
SBCTA	City of Fontana	San Sevaine Trail	Highly Recommended	CRP	\$1,500,000	CRP	\$1,500,000			\$1,500,000
SBCTA	City of San Bernardino	Arrowhead Grove EV Charging Stations Installation	Recommended	CRP	\$1,405,800	CRP	\$1,405,800			\$1,405,800
SBCTA	SBCTA	Regional San Bernardino County VMT Mitigation Bank	Recommended	CRP	\$2,000,000	CRP	\$2,000,000			\$2,000,000
VCTC	City of Oxnard	City of Oxnard Accessible Pedestrian Enhancements Project	Highly Recommended	CRP	\$699,765	CRP	\$699,765			\$699,765
VCTC	VCTC	Countywide Community Outreach for Public Transit	Highly Recommended	CMAQ	\$171,000	CMAQ	\$171,000	\$171,000		
VCTC	Gold Coast Transit District	Going Green - Hydrogen Fuel Transition Project	Highly Recommended	CRP	\$2,500,000	CRP	\$2,500,000			\$2,500,000
VCTC	City of Thousand Oaks	Lynn Road Class IV Bike Lanes and Pedestrian Improvements	Highly Recommended	STBG	\$2,000,000	STBG	\$1,350,000		\$1,350,000	
VCTC	City of Camarillo	Pleasant Valley Road Bike Lanes Class II (ST-5006)	Highly Recommended	STBG	\$1,500,000	STBG	\$1,500,000		\$1,500,000	
VCTC	Oxnard Harbor District/Port of Hueneme	Port of Hueneme North Terminal Shore Power Project	Highly Recommended	CRP	\$1,469,949	CRP	\$1,469,949			\$1,469,949
VCTC	VCTC	Santa Paula Branch Line Trail Master Plan Update and EIR-EIS	Highly Recommended	STBG	\$1,600,000	STBG	\$1,600,000		\$1,600,000	
VCTC	Ventura County	Ventura Avenue Pedestrian and Bike Lane Improvements	Highly Recommended	CMAQ	\$500,000	CRP	\$500,000			\$500,000
VCTC	VCTC	Ventura County Community Traffic Calming and Pedestrian and Bicycle Safety Program (CTCP)	Highly Recommended	STBG	\$300,000	STBG	\$300,000		\$300,000	
VCTC	Gold Coast Transit District	Ventura Road Demonstration Route	Highly Recommended	CMAQ	\$1,300,000	CMAQ	\$1,300,000	\$1,300,000		
VCTC	City of Simi Valley	Simi Valley Electric Bus Portable Battery Chargers	Recommended	CRP	\$168,000	CRP	\$168,000			\$168,000

\*Ranking updated for Program Balancing purposes

\$312,862,237

\$279,682,037

\$57,000,000

\$129,861,461

\$92,820,576

**Attachment: CRP-CMAQ-STBG Program Award and Contingency and Not Recommended Lists (2023-2026 CRP-CMAQ-STBG Project Selection**

## 2023-2026 CRP-CMAQ-STBG Contingency List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount
OCTA	City of Brea	Birch Street Community Connections Project	Highly Recommended	CMAQ/STBG	\$3,247,000
OCTA	City of Brea	Laurel Elementary School Safety Project	Highly Recommended	CMAQ/STBG	\$589,600
OCTA	City of Los Alamitos	Los Alamitos Reimagine Downtown Streets & Bicycle Corridor	Highly Recommended	CMAQ/STBG	\$5,000,000
OCTA	Orange County	Los Patrones Parkway Bikeway Widening and Safety Improvements	Highly Recommended	CMAQ/STBG	\$2,764,000
OCTA	City of Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$4,687,000
OCTA	City of Orange	Santiago Creek Bike Trail Gap Closure	Highly Recommended	CMAQ/STBG	\$4,992,000
RCTC	Riverside County	Interstate 10 and Monroe Street Interchange	Highly Recommended	STBG	\$10,000,000
LA Metro	City of Hawaiian Gardens	Citywide Street Restriping, Speed Feedback, and Traffic Calming	Recommended	STBG	\$1,500,000
LA Metro	LADOT	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	Recommended	STBG	\$2,200,000
LA Metro	City of LA	Mission Mile Sepulveda Visioning for a Safe and Active Community	Recommended	STBG	\$15,000,000
LA Metro	LA Bureau of Engineering	SR-710 Valley BI Multi Modal Transportation Improvements	Recommended	STBG	\$10,000,000
LA Metro	LA Metro	Universal Basic Mobility - Mobility Wallet Pilot Phase 2	Recommended	CMAQ	\$10,000,000
OCTA	City of Laguna Beach	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets	Recommended	CMAQ/STBG	\$5,000,000
OCTA	City of Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	Recommended	CMAQ/STBG	\$3,971,000
OCTA	City of Stanton	Orangewood Complete Streets	Recommended	CMAQ/STBG	\$3,266,400
OCTA	City of Buena Park	Stanton Avenue Complete Streets Planning Study	Recommended	STBG	\$308,000
OCTA	City of Yorba Linda	Valley View Safety Project	Recommended	CMAQ/STBG	\$511,000
RCTC	City of Menifee	Scott Road - Bundy Canyon Road Widening	Recommended	STBG	\$10,000,000
ICTC	City of Imperial	Aten Blvd Pavement Rehabilitation from Railroad Right-of-Way to	Contingency	STBG	\$260,000
ICTC	City of Imperial	P Street Rehabilitation from 1st Street to Barioni Blvd, Phase II	Contingency	STBG	\$518,000
LA Metro	City of Bell Gardens	Bell Gardens Pedestrian Bridge Over I-710 and Los Angeles River	Contingency	STBG	\$2,323,913
LA Metro	City of Huntington Park	Concrete Paving of Arterial Street Intersections	Contingency	STBG	\$5,000,000

**\$101,137,913**

Please note that contingency projects will be awarded as funding becomes available (e.g., due to an awarded project's inability to deliver within the obligation timeline or due to increased apportionment estimates). Available funding will be prioritized for partially awarded projects and projects on the contingency list with a Highly Recommended ranking.

## 2023-2026 CRP-CMAQ-STBG Not Recommended List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount
LA Metro	City of Culver City	Culver City Hydrogen Bus Pilot Project	Not Recommended	STBG	\$4,239,879
LA Metro	LA County	San Gabriel River Bike Path Rehabilitation Project	Not Recommended	STBG	\$3,947,376
LA Metro	LA County	San Jose Creek Regional Access	Not Recommended	STBG	\$1,602,300
LA Metro	LA Metro	World Cup Celebrate Streets - Open Streets Events and Transformation Quick-Build	Not Recommended	CRP	\$10,000,000
OCTA	OCTA	I-5 Managed Lane Project from San Diego Line to Avenida Pico	Not Recommended	CMAQ	\$16,200,000
RCTC	City of Jurupa Valley	Limonite Avenue Widening Project	Not Recommended	STBG	\$8,053,500
RCTC	City of Menifee	McCall Blvd I-215 Interchange Improvements	Not Recommended	STBG	\$3,000,000
RCTC	City of Jurupa Valley	SR-60 Rubidoux Blvd Interchange Project	Not Recommended	STBG	\$5,300,000
RCTC	SunLine Transit Agency	SunLine SunRide	Not Recommended	CMAQ	\$3,971,250
RCTC	City of Moreno Valley	Traffic Signal Coordination	Not Recommended	CMAQ	\$240,000
RCTC	City of Moreno Valley	Traffic Signal Fiber Installation on Bay Avenue and Cottonwood Avenue	Not Recommended	CMAQ	\$2,328,000

**\$58,882,305**



# 2023-2026 CRP-CMAQ-STBG Project Selection and Award Recommendations

June 6, 2024

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

## Funding Programs



**Congestion Mitigation and Air Quality (CMAQ) Improvement Program:** To fund transportation projects or programs that reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for criteria air pollutants.



**Surface Transportation Block Grant (STBG) Program:** Promotes flexibility in State and local transportation decisions and provides flexible funding to address State and local transportation needs.



**Carbon Reduction Program (CRP):** To fund projects that decrease transportation emissions, defined as the carbon dioxide (CO<sub>2</sub>) emissions that result from on-road highway sources.

# Timeline



# CMAQ/STBG Scoring Overview

- 5 sections
- 110 points total (including Air Quality for CMAQ; otherwise 100 points for STBG)
- Designed for simple and consistent scoring

SCORING CRITERIA	POSSIBLE POINTS
<b>CTC Prioritization:</b> Relative CTC project prioritization	50 Points
<b>Regional Priorities:</b> Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	20 Points
<b>Performance Measures:</b> Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> <li>• Location Efficiency,</li> <li>• Mobility and Accessibility,</li> <li>• Safety and Public Health,</li> <li>• Environmental Quality,</li> <li>• Economic Opportunity,</li> <li>• Investment Effectiveness,</li> <li>• Transportation System Sustainability, and</li> <li>• Environmental Justice</li> </ul>	20 Points
<b>Equity:</b> Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	10 Points
<b>Air Quality Improvements:</b> For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	10 Points



# CRP Scoring Overview

- 5 sections
- 100 points total
- Designed for simple and consistent scoring

SCORING CRITERIA	POSSIBLE POINTS
<b>CTC Prioritization:</b> Relative CTC project prioritization	Up to 25 Points
<b>Regional Priorities:</b> Project implements SCAG’s adopted RTP/SCS, including future adopted Plan policies and strategies	Up to 20 Points
<b>Performance Measures:</b> Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> <li>• Location Efficiency,</li> <li>• Mobility and Accessibility,</li> <li>• Safety and Public Health,</li> <li>• Environmental Quality,</li> <li>• Economic Opportunity,</li> <li>• Investment Effectiveness,</li> <li>• Transportation System Sustainability, and</li> <li>• Environmental Justice</li> </ul>	Up to 15 Points
<b>Equity:</b> Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	Up to 15 Points
<b>Carbon Reduction:</b> Expected carbon reduction and relative cost effectiveness of projects in reducing carbon emissions in the SCAG region	Up to 25 Points

# SCAG Ranking Overview

Ranking	CMAQ/STBG	CRP
Highly Recommended	110-90 points	100-85 points
Recommended	89-75 points	84-70 points
Contingency	74-70 points	69-65 points
Not Recommended	69-0 points	64-0 points

Program Balancing: To achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff adjusted project prioritization based on the following factors:

- Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities
- County targets
- Relative funding availability, and
- Overall program balancing for a variety of project types, equitable investments, and regional diversity

# Applications Overview

County	Quantity Submitted	Quantity Full Funded	Quantity Partially Funded	Quantity Contingency List	Quantity Not Recommended
Imperial	12	10		2	
Los Angeles	29	18		7	4
Orange	22	10		11	1
Riverside	13	2	3	2	6
San Bernardino	8	8			
Ventura	11	10	1		
<b>TOTAL</b>	<b>95</b>	<b>58</b>	<b>4</b>	<b>22</b>	<b>11</b>

# Recommended Awards Overview

County	CMAQ	STBG	CRP	Total
Imperial	\$388,000	\$1,638,000	\$1,083,000	<b>\$3,109,000</b>
Los Angeles	\$28,800,240	\$65,893,021	\$53,169,846	<b>\$147,863,107</b>
Orange	\$19,340,760	\$14,080,440	\$15,048,000	<b>\$48,469,200</b>
Riverside	\$0	\$27,500,000	\$6,958,016	<b>\$34,458,016</b>
San Bernardino	\$7,000,000	\$16,000,000	\$11,224,000	<b>\$34,224,000</b>
Ventura	\$1,471,000	\$4,750,000	\$5,337,714	<b>\$11,558,714</b>
<b>TOTAL</b>	<b>\$57,000,000</b>	<b>\$129,861,461</b>	<b>\$92,820,576</b>	<b>\$279,682,037</b>

# COUNTY RECOMMENDED AWARD LISTS

## County Recommended Award Lists

# Imperial County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Imperial	Aten Blvd Sidewalk Installation Project, Phase I	Highly Recommended	CMAQ	\$132,000	Full funding
City of Imperial	Aten Blvd Sidewalk Installation Project, Phase II	Highly Recommended	CMAQ	\$112,000	Full funding
City of Imperial	Aten Blvd Sidewalk Installation Project, Phase III	Highly Recommended	CMAQ	\$144,000	Full funding
City of Imperial	EV Electric Charging Station Installation of EV Purchase, Phase III	Highly Recommended	CRP	\$311,000	Full funding
ICTC	Imperial County Region EV Charging Station Feasibility Study	Highly Recommended	CRP	\$150,000	Full funding
City of Imperial	P Street Rehabilitation from Aten Blvd to Rosarito Drive, Phase I	Highly Recommended*	STBG	\$519,000	Full funding
City of El Centro	ROW Utility Relocations for the S. Imperial Ave Phase IV	Highly Recommended*	STBG	\$520,000	Full funding
City of Brawley	Western Avenue Improvement Project	Highly Recommended*	STBG	\$599,000	Full funding
City of Imperial	EV Charging Station Installation of EV Purchase, Phase I	Recommended	CRP	\$311,000	Full funding
City of Imperial	EV Charging Station Installation of EV Purchase, Phase II	Recommended	CRP	\$311,000	Full funding
City of Imperial	Aten Blvd Pavement Rehabilitation from Railroad Right-of-Way to Clark Road	Contingency			Contingency list
City of Imperial	P Street Rehabilitation from 1st Street to Barioni Blvd, Phase II	Contingency			Contingency list
<b>TOTAL:</b>				<b>\$3,109,000</b>	

\*Updated ranking for Program Balancing purposes

# Los Angeles County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Pasadena	17 Fuel Cell Electric Buses for Pasadena Transit System Legacy Project	Highly Recommended	CRP	\$2,500,000	Full funding
City of Glendale	City of Glendale Electrification of Beeline Bus Fleet and Maintenance Facility	Highly Recommended	CMAQ	\$7,680,000	Full funding
San Gabriel Valley COG	City of Pomona Transit Improvement Program	Highly Recommended	CRP	\$8,144,500	Full funding
City of Torrance	City of Torrance Traffic Signal Safety Updates	Highly Recommended*	CRP	\$1,667,595	Full funding
LA Metro	EB SR-91 Atlantic to Cherry Improvements Project	Highly Recommended	STBG	\$24,333,000	Full funding
LADOT	Exposition II West Bikeways - Northvale Gap Closure	Highly Recommended	CMAQ/STBG	\$13,279,500	Full funding
City of Culver City	Jefferson Enhanced Transit Service	Highly Recommended	CMAQ	\$9,530,321	Full funding
San Gabriel Valley COG	La Verne A Line Transit Oriented Development Pedestrian Bridge	Highly Recommended	STBG	\$16,000,000	Full funding
LA County	Link Willowbrook and Kind Medical Center Shuttles Zero Emission Vehicles	Highly Recommended	CRP	\$1,327,950	Full funding
City of Culver City	Metro Bike Share Westside Connectivity Project	Highly Recommended	CRP	\$1,018,614	Full funding
LA Metro	Metro Bus Division 18 Charging Infrastructure Project	Highly Recommended	CRP	\$24,000,000	Full funding
LADOT	Mid-City Low Stress Bicycle Enhancement Corridors	Highly Recommended	CMAQ	\$1,810,419	Full funding
City of Culver City	MOVE Culver City Sepulveda and Jefferson Corridors	Highly Recommended	CRP	\$1,674,248	Full funding
City of Pico Rivera	Regional Trail Entrances and City Entry Points Safety Improvements Project	Highly Recommended*	CRP	\$2,434,664	Full funding
LA County	South Whittier Community Bikeway Access Improvement Project	Highly Recommended*	STBG	\$17,060,021	Full funding
City of Long Beach	Studebaker Corridor Complete Streets Project	Highly Recommended	STBG	\$5,000,000	Full funding
LA County	Sunshine Shuttle Zero Emission Vehicles	Highly Recommended	CRP	\$3,762,525	Full funding
City of LA	Western Our Way - Walk and Wheel Improvement Project	Highly Recommended*	CRP	\$6,639,750	Full funding

\*Updated ranking for Program Balancing purposes

*Continued on next slide*

# Los Angeles County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Hawaiian Gardens	Citywide Street Restriping, Speed Feedback, and Traffic Calming Project	Recommended			Contingency list
LADOT	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	Recommended			Contingency list
City of LA	Mission Mile Sepulveda Visioning for a Safe and Active Community	Recommended			Contingency list
LA Bureau of Engineering	SR-710 Valley Bl Multi Modal Transportation Improvements	Recommended			Contingency list
LA Metro	Universal Basic Mobility - Mobility Wallet Pilot Phase 2	Recommended			Contingency list
City of Bell Gardens	Bell Gardens Pedestrian Bridge Over I-710 and Los Angeles River	Contingency			Contingency list
City of Huntington Park	Concrete Paving of Arterial Street Intersections	Contingency			Contingency list
City of Culver City	Culver City Hydrogen Bus Pilot Project	Not Recommended			Not recommended
LA County	San Gabriel River Bike Path Rehabilitation Project	Not Recommended			Not recommended
LA County	San Jose Creek Regional Access	Not Recommended			Not recommended
LA Metro	World Cup Celebrate Streets - Open Streets Events and Transformation Quick-Build	Not Recommended			Not recommended
<b>TOTAL:</b>				<b>\$147,863,107</b>	

*Continued from prior slide*

# Orange County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Huntington Beach	Banning Avenue Roundabout & Southeast Corridor Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$5,000,000	Full funding
City of Fullerton	Harbor Blvd Complete Streets Improvement Project	Highly Recommended	STBG	\$4,854,000	Full funding
City of Irvine	Harvard Avenue Complete Streets and Safety Improvements	Highly Recommended	CMAQ/STBG	\$4,312,000	Full funding
City of Tustin	Main Street Enhancement Project	Highly Recommended	CMAQ/STBG	\$3,172,000	Full funding
City of Mission Viejo	Mission Viejo Quad Cities Trail	Highly Recommended	CMAQ	\$4,787,200	Full funding
City of Buena Park	Orangethorpe Avenue Complete Streets Planning Study	Highly Recommended	STBG	\$308,000	Full funding
City of Orange	Riverdale Avenue Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$2,573,000	Full funding
City of Laguna Niguel	South Forbes Road Oso Creek Trail Active Transportation Enhancements	Highly Recommended	STBG	\$3,415,000	Full funding
City of Irvine	Venta Spur Trail & Jeffrey Road Pedestrian and Bicycle Bridge	Highly Recommended	CMAQ/STBG	\$5,000,000	Full funding
OCTA	Zero Emission Bus Purchase	Highly Recommended	CRP	\$15,048,000	Full funding
City of Brea	Birch Street Community Connections Project	Highly Recommended			Contingency list
City of Brea	Laurel Elementary School Safety Project	Highly Recommended			Contingency list
City of Los Alamitos	Los Alamitos Reimagine Downtown Streets & Bicycle Corridor Improvement Project	Highly Recommended			Contingency list
Orange County	Los Patrones Parkway Bikeway Widening and Safety Improvements	Highly Recommended			Contingency list
City of Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	Highly Recommended			Contingency list

*Continued on next slide*

# Orange County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Orange	Santiago Creek Bike Trail Gap Closure	Highly Recommended			Contingency list
City of Laguna Beach	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets	Recommended			Contingency list
City of Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	Recommended			Contingency list
City of Stanton	Orangewood Complete Streets	Recommended			Contingency list
City of Buena Park	Stanton Avenue Complete Streets Planning Study	Recommended			Contingency list
City of Yorba Linda	Valley View Safety Project	Recommended			Contingency list
OCTA	I-5 Managed Lane Project from San Diego Line to Avenida Pico	Not Recommended			Not recommended
<b>TOTAL:</b>				<b>\$48,469,200</b>	

*Continued from prior slide*

# Riverside County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Banning	Electric Charging Infrastructure to Support City of Banning's Transition to Zero Emissions	Highly Recommended	CRP	\$488,666	Full funding
SunLine Transit Agency	SunLine Hydrogen Fueling Station - Division III	Recommended*	CRP/STBG	\$2,680,000	Full funding
Riverside Transit Agency	Purchase of Five Replacement Zero-Emission Vehicles	Recommended	CRP	\$5,000,000	Partial funding
Coachella Valley Association of Governments	Addressing Climate Change, Emergencies, and Sandstorms (ACCESS)	Highly Recommended	STBG	\$7,589,150	Partial funding
RCTC	I-15 Express Lanes Project Southern Extension (I-15 ELPSE)	Highly Recommended	STBG	\$18,700,000	Partial funding
Riverside County	Interstate 10 and Monroe Street Interchange	Highly Recommended			Contingency list
City of Menifee	Scott Road - Bundy Canyon Road Widening	Recommended			Contingency list
City of Jurupa Valley	Limonite Avenue Widening Project	Not Recommended			Not recommended
City of Menifee	McCall Blvd I-215 Interchange Improvements	Not Recommended			Not recommended
City of Jurupa Valley	SR-60 Rubidoux Blvd Interchange Project	Not Recommended			Not recommended
SunLine Transit Agency	SunLine SunRide	Not Recommended			Not recommended
City of Moreno Valley	Traffic Signal Coordination	Not Recommended			Not recommended
City of Moreno Valley	Traffic Signal Fiber Installation on Bay Avenue and Cottonwood Avenue	Not Recommended			Not recommended
<b>TOTAL:</b>				<b>\$34,458,016</b>	

\*Updated ranking for Program Balancing purposes

# San Bernardino County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
Town of Apple Valley	Bear Valley Bridge Active Transportation Project Elements	Highly Recommended	CRP	\$1,382,200	Full funding
City of Rancho Cucamonga	City Center Boulevard Design - Haven Avenue & Foothill Boulevard	Highly Recommended	CRP	\$3,000,000	Full funding
San Bernardino County	Del Rose Sidewalks	Highly Recommended	CRP	\$961,000	Full funding
City of Montclair	Fremont Avenue - Arrow Highway Active Transportation Improvements	Highly Recommended	CRP	\$975,000	Full funding
SBCTA	I-10 Corridor Freight and Managed Lane Project	Highly Recommended	CMAQ/STBG	\$23,000,000	Full funding
City of Fontana	San Sevaine Trail	Highly Recommended	CRP	\$1,500,000	Full funding
City of San Bernardino	Arrowhead Grove EV Charging Stations Installation	Recommended	CRP	\$1,405,800	Full funding
SBCTA	Regional San Bernardino County VMT Mitigation Bank	Recommended	CRP	\$2,000,000	Full funding
<b>TOTAL:</b>				<b>\$34,224,000</b>	

# Ventura County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Oxnard	City of Oxnard Accessible Pedestrian Enhancements Project	Highly Recommended	CRP	\$699,765	Full funding
VCTC	Countywide Community Outreach for Public Transit	Highly Recommended	CMAQ	\$171,000	Full funding
Gold Coast Transit District	Going Green - Hydrogen Fuel Transition Project	Highly Recommended	CRP	\$2,500,000	Full funding
City of Camarillo	Pleasant Valley Road Bike Lanes Class II (ST-5006)	Highly Recommended	STBG	\$1,500,000	Full funding
Oxnard Harbor District/Port of Hueneme	Port of Hueneme North Terminal Shore Power Project	Highly Recommended	CRP	\$1,469,949	Full funding
VCTC	Santa Paula Branch Line Trail Master Plan Update and EIR-EIS	Highly Recommended	STBG	\$1,600,000	Full funding
Ventura County	Ventura Avenue Pedestrian and Bike Lane Improvements	Highly Recommended	CRP	\$500,000	Full funding
VCTC	Ventura County Community Traffic Calming and Pedestrian and Bicycle Safety Program (CTCP)	Highly Recommended	STBG	\$300,000	Full funding
Gold Coast Transit District	Ventura Road Demonstration Route	Highly Recommended	CMAQ	\$1,300,000	Full funding
City of Simi Valley	Simi Valley Electric Bus Portable Battery Chargers	Recommended	CRP	\$168,000	Full funding
City of Thousand Oaks	Lynn Road Class IV Bike Lanes and Pedestrian Improvements	Highly Recommended	STBG	\$1,350,000	Partial funding
<b>TOTAL:</b>				<b>\$11,558,714</b>	

## Next Steps

- Begin FTIP programming process
- Project sponsors to start obligation request process with Caltrans Local Assistance
- All funds awarded in this call must be obligated by September 30, 2029



# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/stbg-cmaq-program>

<https://scag.ca.gov/carbon-reduction-program>





**NO. 665**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**MINUTES OF THE REGULAR MEETING**  
**THURSDAY, May 2, 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 a special meeting at the JW Marriott Desert Springs Resort and Spa, Sinatra Ballroom, 74-855 Country Club Drive, Palm Desert, CA 92260. A quorum was present.

**Members Present**

<b>Hon. Art Brown, President</b>	<i><b>Buena Park</b></i>	<b>District 21</b>
<b>Sup. Curt Hagman, 1st Vice President</b>		<b>San Bernardino County</b>
<b>Hon. Cindy Allen, 2<sup>nd</sup> Vice President</b>	<i><b>Long Beach</b></i>	<b>District 30</b>
<b>Hon. Jan Harnik, Imm. Past President</b>		<b>RCTC</b>
Sup. Luis Plancarte		Imperial County
Sup. Vianey Lopez		Ventura County
Hon. Maria Nava-Froelich		ICTC
Hon. Ashleigh Aitken		OCTA
Hon. Alan Wapner		SBCTA
Hon. Trish Kelley		TCA
Hon. Mike T. Judge		VCTC
Hon. Gil Rebollar	<i>Brawley</i>	District 1
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Rick Denison	<i>Yucca Valley</i>	District 11
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
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. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
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. David J. Shapiro	<i>Calabasas</i>	District 44
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. Marisela Nava	<i>Perris</i>	District 69
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**

Sup. Kathryn Barger  
 Sup. Hilda Solis  
 Sup. Don Wagner  
 Sup. Karen Spiegel  
 Hon. Zak Schwank  
 Hon. Frank Navarro  
 Hon. Damon L. Alexander  
 Hon. L. Dennis Michael  
 Hon. Tammy Kim

**Members Not Present**

*Temecula*  
*Colton*  
*San Bernardino*  
*Rancho Cucamonga*  
*Irvine*

**Members Not Present**

Los Angeles County  
 Los Angeles County  
 Orange County  
 Riverside County  
 District 5  
 District 6  
 District 7  
 District 9  
 District 14



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Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
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. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

**Staff Present**

- Kome Ajise, Executive Director
- 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

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**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Brown called the meeting to order at 9:05 a.m. and asked Regional Council Member Joe Kalmick, Seal Beach, District 20 to lead the Pledge of Allegiance.

**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).

Ruben Duran, Board Counsel, acknowledged SCAG received one comment which was received before the 5:00 p.m. deadline, and posted on the website and transmitted to the members of the Regional Council.

Seeing no 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.

**ACTION ITEMS**

1. 2024 SCAG Scholarship Program

There were no public comments on Item No. 1.

Regional Council Member and Chair of the Scholarship Committee Ray Marquez, Chino Hills, District 10, shared that since its inception in 2009, SCAG's Scholarship Program had supported more than 150 students from across the region. Now in its fourteenth year, he explained that the SCAG Scholarship Program was intended to provide financial support to a select group of high school and community college students who reside in the six-county SCAG region. He briefly touched upon the requirements for applying and noted that SCAG received a record 115 applications from throughout the SCAG region. He acknowledged the Scholarship Committee members who served on the committee: Valerie Amezcua, Representing Orange County; Keith Eich, Representing Los Angeles County; Margaret Finlay, Representing Los Angeles County; Jan C. Harnik, Representing Riverside County; Kathleen Kelly, Representing Riverside County; Vianey Lopez, Representing Ventura County; Steve Manos, Representing Riverside County; Andrew Masiel, Representing Tribal Representation;

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Luis Plancarte, Representing Imperial County; David Shapiro, Representing Los Angeles County; Dr. So-Ra Baek, Cal Poly Pomona; and Dr. James Moore, University of Southern California. He further explained that after considerable discussion and acknowledging the especially competitive applicant pool, the Scholarship Committee at its April 15 meeting, opted to recommend that the Regional Council award nine students to receive a 2024 SCAG Scholarship Program Award. The awardees were as follows: Imperial County - Alexandra Garcia (Imperial); Imperial County - Camila Garcia (Calexico); Los Angeles County - Navin Parmar (Calabasas); Los Angeles County - Owen Rusk (Newhall); Orange County - Joshua Lou (Cypress); Orange County - Yaretzi Vazquez-Frias (Orange); Riverside County - Gina Namkung (Murietta); San Bernardino County - Bryan Moreno (Adelanto); and Ventura County - Camilo Garcia (Oxnard). He also noted that apart from the nine SCAG-funded awards, the California Transportation Foundation had once again committed to maintaining its generous partnership with SCAG, providing for two additional scholarship awards. The California Transportation Foundation Scholarship awardees were: Imperial County - Brianah Torres (Oro Grande) and Los Angeles County - Sod-Erdene Gadal (Los Angeles). He also reported that due to the high quality of applications this year, the Committee requested an additional scholarship be awarded, should funding be made available. He announced that funding for the additional \$4,000 scholarship had been secured and thanked the following for their generous donations Randall Lewis, Lewis Company; Carlos Rodriguez, Building Industry Association; and the City of Santa Fe Springs. The additional scholarship recipient was from Los Angeles County - Nathan Lopez (Santa Fe Springs). He thanked everyone for participating in the Scholarship Committee this year and noted that this was a great program that continued to provide much-needed financial support for their future leaders.

A MOTION was made (Shapiro) to approve Scholarship Committee recommendations for the 2024 SCAG Scholarship Program Award. Motion was SECONDED (Plancarte) and passed by the following roll call votes:

**AYES:** Aitken, Allen, Amezcua, Becerra, Boyer, Brown, Bucknum, Clark, Crosswhite, Denison, Dumitru, Eich, Finlay, Frometa, Gabbard, Goodman, Hagman, Harnik, Henderson, Judge, J. Kalmick, Kelley, Kelly, Krupa, Leon, Lorimore, Manos, Marquez, Masiel, McCallon, McKeon, Nava, Nava-Froelich, Ortiz, Plancarte, Rebollar, Rhodes, Robertson, C. Rodriguez, Saro, Shapiro, Simonoff, Solache, Tye, Wapner, Wood and Yokoyama (47)

**NOES:** None (0)

**ABSTAIN:** None (0)

2. Resolution No. 24-665-1 Approving the Fiscal Year 2024-25 Final Comprehensive Budget

There were no public comments on Item No. 2.

Cindy Giraldo, Chief Financial Officer, reported that on March 6 and 7, the Executive Administration Committee (EAC) and Regional Council, respectively, approved their draft comprehensive budget, which included the Overall Work Program (OWP) and the general fund budget, and that staff was authorized to release the draft overall budget. She noted that the public comment period closed on April 8, and that no comments were received. She explained that the budget was prepared to comply with SCAG's primary responsibility to develop the Sustainable Communities Strategy, the Federal Transportation Improvement Program, the annual OWP, and the transportation related local air quality management programs. She noted that the draft OWP before them was submitted to Caltrans, FHWA and the FTA for their review and all comments received were addressed. She indicated that because the budget development process began so early in the fiscal year, there were updates that had been made to the budget between the budget presented in March and the budget that was before them. She noted that in total the budget was \$403.7 million which was \$26.3 million more than the budget presented in March. She explained that this increase could be attributed to just two factors. The first factor was that of \$13.6 million for adjustments of carryover budget for projects that were approved in fiscal year 2024, and that would carry forward into fiscal year 2025. She noted that of this \$13.6 million, \$13.2 million was for the Last Mile Freight Program. She shared that sub recipients were completing their work on those projects, and they anticipated closing out that program in fiscal year 2025. The second factor which totaled \$12.6 million was the incorporation of three new grants, two from the federal government which totaled \$12.1 million (the Safe Streets and Roads for All grant and the fourth grant award from the Department of Energy), and the third state grant for \$500,000 from the Agricultural Lands and Conservancy Program. She indicated that these three grants along with the carryover of the Last Mile Freight Program accounted for \$25.8 million of the \$26.3 million increase in the budget with the balance related to the carryover of various other fiscal year 2024 approved projects. She noted that the complete breakdown of those changes had been provided in attachment three of the staff report that was included in the agenda packet. She reminded the Board that the budget before them included the carryover of the full funding for REAP 2021 and that once they knew what impact the state budget would have on the REAP 2021 funding, they would return to the EAC and the Regional Council for approval of any needed adjustments to that program.

Board Counsel Duran clarified for the record that the recommendation included three separate items: 1) the resolution; 2) authorization for the Executive Director or his designee to submit the overall work plan to the California Department of Transportation and the Federal Highway Administration; and 3) authorization for the Executive Director to submit the indirect cost rate proposal and fringe benefits cost rate proposal to the FTA.

A MOTION was made (Simonoff) That the Regional Council: 1) Adopt Resolution No. 24-665-1 approving the Fiscal Year 2024-25 (FY2024-25) Final Comprehensive Budget, subject to approval of

the General Fund Budget and Membership Dues Assessment by the SCAG General Assembly; 2) Authorize the Executive Director, or his designee, to submit the FY 2024-25 Overall Work Program (OWP) to the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA); and 3) Authorize the Executive Director, or his designee, to submit the FY2024-25 Indirect Cost Rate Proposal (ICRP) and the FY2024-25 Fringe Benefits Cost Rate Proposal to the FTA. Motion was SECONDED (Yokoyama) and passed by the following roll call votes:

**AYES:** Aitken, Allen, Amezcua, Becerra, Boyer, Brown, Bucknum, Clark, Crosswhite, Denison, Dumitru, Eich, Finlay, Frometa, Gabbard, Goodman, Hagman, Harnik, Henderson, Judge, J. Kalmick, Kelley, Kelly, Krupa, Leon, Lorimore, Manos, Marquez, Masiel, McCallon, McKeon, Nava, Ortiz, Plancarte, Rebollar, Rhodes, Robertson, C. Rodriguez, Saro, Shapiro, Simonoff, Solache, Tye, Wapner, Wood and Yokoyama (46)

**NOES:** Nava-Froelich (1)

**ABSTAIN:** None (0)

**CONSENT CALENDAR**

There were no public comments on the Consent Calendar.

Approval Items

3. Minutes of the Meeting – April 4, 2024
4. Contracts \$500,000 or Greater: Contract No. 24-027-C01, eFTIP Software as a Service (SaaS) Application
5. Contracts \$500,000 or Greater: Contract No. 24-030-C01, Transportation Safety Predictive Modeling & Analysis Platform
6. SCAG Memberships and Sponsorships

Receive and File

7. May 2024 State and Federal Legislative Update
8. Purchase Orders, Contracts and Amendments below Regional Council Approval Threshold
9. CFO Monthly Report

A MOTION was made (Solache) to approve Consent Calendar Items 3 through 6; and Receive and File Items 7 and 9. Motion was SECONDED (Dumitru) and passed by the following roll call votes:

**AYES:** Aitken, Allen, Amezcua, Becerra, Boyer, Brown, Bucknum, Clark, Crosswhite, Dumitru, Eich, Finlay, Frometa, Gabbard, Goodman, Hagman, Harnik, Henderson, Judge, J. Kalmick, Kelley, Kelly, Krupa, Leon, Lorimore, Manos, Marquez, Masiel, McCallon, McKeon, Nava, Plancarte, Rebollar, Rhodes, Robertson, C. Rodriguez, Saleh, Saro, Shapiro, Simonoff, Solache, Tye, Wapner, Wood and Yokoyama (45)

**NOES:** Nava-Froelich (1)

**ABSTAIN:** None (0)

### **BUSINESS REPORT**

Lucy Dunn, Business Representative, shared that her business report was at the end of the agenda packet. She also thanked President Brown for his leadership and welcomed incoming President Curt Hagman. She shared that they had welcomed Cindy Allen to join the GLUE Council meeting in June to hear about her stepping into leadership and incoming President Hagman would be in July. She noted that they were now focused on implementing Connect SoCal. She indicated that she had included information [in her report] on a case that had just gone to the U.S. Supreme Court and asked members to take a close look at it dealt with limiting impact fees. She shared that interest rates for mortgages had not only stayed high but had gone up. She indicated that this had impacted home buying because mortgage payments were moving higher for new homes. She noted that home builders were subsidizing these mortgages to try to bring down the rates between 5.50% to 5.75% which impacted their profit and their motivation for doing the business of homebuilding. She indicated that builders were exploring new ways to build smaller homes and ways to simplify the construction process. She also explained that some builders were able to use density to lower the costs of housing. She noted that Sacramento had done a lot in terms of housing legislation but was not producing a lot of housing. She indicated that they needed to do more work at the state level. She also noted that cities should be very concerned with the restaurant industry as they were struggling with the new minimum wage rules. She indicated that several restaurants were raising prices, reducing hours of operation, moving to self-service ordering, and letting go of employees. She indicated to watch for restaurant closures because of the increased cost of doing business.



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## **PRESIDENT'S REPORT**

President Brown shared that they had a busy year on the legislative front. He reported that SCAG sponsored Assembly Bill 2485, authored by Assemblymember Juan Carrillo, Chair of the Assembly Committee on Local Government and a former member of the SCAG Regional Council. He explained that AB 2485 would establish procedures for the California Department of Housing and Community Development to publicize data sources, analyses and methodology used in the development of a region's Regional Housing Needs Determination. He shared that over the past year, SCAG representatives met with California State Assembly Speaker Robert Rivas and the newly appointed Chair of the Assembly Local Government Committee and State Assemblymember Juan Carillo to share legislative and budgetary priorities, such as support for ongoing statewide investments in active transportation and infill infrastructure grant programs, as well as the funding and implementation of the Regional Early Action Planning 2.0 program. He indicated that a delegation of SCAG leaders visited the state capital for the agency's annual Sacramento Summit on March 19-20 and then again in April to advocate and testify in favor of REAP and AB 2485. He also acknowledged a number of Regional Council members that were concluding their service with SCAG. Lastly, he reported that the next meeting of the Regional Council was scheduled for Thursday, June 6, at 12:00 p.m. at the SCAG LA Office.

## **EXECUTIVE DIRECTOR'S REPORT**

Executive Director Ajise reported that they had presented an update on the Strategic Plan at the EAC meeting the day before. He shared that it was nearing completion and they expected to bring it back to the Regional Council at the June meeting. He explained that they spent the last two years working on updating the 2018 Strategic Plan that was adopted by the Regional Council given the changes that they had seen in the environment and the new focus that the agencies had over the last two years. He noted that they would have a complete presentation at the June meeting and highlighted that the EAC recommended bringing it to the Regional Council. He also provided an update on Connect SoCal. He thanked the Regional Council once again for their unanimous vote to adopt the 2024 Connect SoCal plan. He shared that the plan was subsequently submitted to the Federal Highway Administration, the Federal Transit Administration, in consultation with the Environmental Protection Agency, which had to review it for final conformity determination. He explained that they were expecting the conformity determination to be issued sometime in June but was glad to report that SCAG was granted the transportation conformity determination approval by the federal government, which meant they now had conformity in their region through June 2028. He reported that later this summer, they would be submitting the plan to the California Air Resources Board for their review and approval of the Sustainable Community Strategy. He indicated that in the meantime they were spending time on implementation. He noted that in June they would be launching the Sustainable Communities Program Active Transportation and Safety call for projects to fund implementation efforts in local communities across the region. Lastly, he took a moment to thank the President for his service.



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**FUTURE AGENDA ITEMS**

There were no future agenda items.

**ANNOUNCEMENTS**

There were no announcements.

**ADJOURNMENT**

There being no further business, President Brown adjourned the meeting of the Regional Council at 9:38 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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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	0	1	1	5		
Alexander, Damon L.	San Bernardino, RC District 7	1	1		1	1	0		0	0	0	1	0	5		
Allen, Cindy	Long Beach, RC District 30	1	1		1	0	1		1	0	1	1	1	8		
Amezcuca, Valerie	Santa Ana, RC District 16	1	1		0	0	0		0	0	0	0	1	3		
Andrade-Stadler, Adele	Alhambra, RC District 34	1	0		1	0	0		0	1	1	0	0	4		
Anthony, Konstantine	Burbank, RC District 42	1	0		0	0	0		0	0	0	1	0	2		
Barger, Kathryn	Los Angeles County	0	1		0	0	0		0	0	0	0	0	1		
Bass, Karen	Los Angeles, (Member at Large)	0	0		0	0	1		0	0	0	0	0	1		
Becerra, Elizabeth	Victorville, RC District 65	1	1		0	1	0		1	1	1	1	1	8		
Blumenfield, Bob	Los Angeles, RC District 50	0	0		0	0	0		0	0	0	0	0	0		
Boyer, Gary	Glendora, RC District 33	1	1		1	1	1		1	1	1	1	1	10		
Boyles, Drew	El Segundo, RC District 40	0	0		1	0	1		1	1	1	0	0	5		
Brown, Art	Buena Park, RC District 21	1	1		1	1	1		1	1	1	1	1	10		
Bucknum, Wendy	Mission Viejo, RC District 13	1	1	D	1	1	1	D	1	1	1	1	1	10		
Clark, Margaret	Rosemead, RC District 32	1	1		1	1	1		1	1	1	1	1	10		
Crosswhite, Jenny	Santa Paula, RC District 47	1	1		1	1	1		1	1	1	1	1	10		
de Leon, Kevin	Los Angeles, RC District 61	0	0		0	0	0		0	0	0	0	0	0		
Denison, Rick	Yucca Valley, RC District 11	0	1		0	0	0		0	0	1	1	1	4		
Dumitru, Jon	Orange, RC District 17	0	1		1	1	1		1	1	1	1	1	9		
Dunn, Lucy	Business Representative	1	1		1	1	0		1	1	1	1	1	9		
Eich, Keith	La Cañada Flintridge, RC District 36	1	0		1	1	1		1	1	1	1	1	9		
Finlay, Margaret E.	Duarte, RC District 35	1	1	A	0	1	1	A	1	1	1	0	1	8		
Frometa, Claudia M.	Downey, RC District 25	0	0		0	0	0		1	1	0	1	1	4		
Gabbard, John	Dana Point, RC District 12		1		1	0	0		0	1	0	1	1	5		
Gazeley, James	Lomita, RC District 39	1	1		1	1	1		0	1	1	1	0	8		
Goodman, Marshall	La Palma, RC District 18	1	0		1	1	1		1	1	1	1	1	9		
Hagman, Curt	San Bernardino County	1	1		1	1	0		0	1	1	0	1	7		
Harnik, Jan C.	RCTC	1	1		1	1	1		1	1	1	1	1	10		
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0	0		0	0	0		0	0	0	0	0	0		
Henderson, Mark E.	Gardena, RC District 28	1	1		1	1	1		1	1	1	1	1	10		
Hernandez, Eunisses	Los Angeles, RC District 48	0	0		0	0	0		0	0	0	0	0	0		
Hernandez, Laura	Port Hueneme, RC District 45	1	1		1	1	0		1	1	1	1	0	8		
Hutt, Heather	Los Angeles, RC District 57	0	0	R	0	0	0	R	0	0	0	0	0	0		
Judge, Mike T.	Simi Valley, VCTC	1	1		1	1	1		1	1	1	1	1	10		
Kalmick, Joe	Seal Beach, RC District 20	1	1		1	1	0		1	1	1	1	1	9		
Kelley, Trish	TCA Representative	1	1		1	1	1		1	1	1	1	1	10		
Kelly, Kathleen	Palm Desert, RC District 2	1	1		1	1	1		1	1	1	1	1	10		
Kim, Tammy	Irvine, RC District 14	0	1		0	1	1		1	1	1	1	0	7		
Kleiman, Lauren	Newport Beach, RC District 15	1	1		1	1	1		0	1	1	1	0	8		
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep	0	0		0	0	0		0	0	0	0	0	0		
Krupa, Linda	Hemet, RC District 3	1	1	K	1	1	1	K	1	1	1	1	1	10		
Lee, John	Los Angeles, RC District 59	0	0		0	0	0		0	0	0	0	0	0		
Leon, Carlos A.	Anaheim, RC District 19								1	1	1	1	1	5		
Lock Dawson, Patricia	Riverside, RC District 68	0	1		1	1	1		1	1	0	1	0	7		
Lopez, Vianey	Ventura County	1	1		1	1	1		1	0	1	1	1	9		
Lorimore, Clint	Eastvale, RC District 4	1	1		1	1	1		1	1	1	1	1	10		
Mann, Ken	Lancaster, RC District 43	1	1		0	1	1		1	1	1	1	0	8		
Manos, Steve	Lake Elsinore, RC District 63	1	1		1	1	1		1	1	1	1	1	10		
Marquez, Ray	Chino Hills, RC District 10	1	1		1	1	1		1	1	1	1	1	10		
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. Reg. Plng. Brd.	1	0		0	1	0		1	1	1	1	1	7		
McCallon, Larry	Air District Representative	0	0		0	1	1		1	1	1	1	1	7		
McKeon, Casey	Huntington Beach, RC District 64	1	1		1	0	1		1	1	1	1	1	9		
McOsker, Tim	Los Angeles, RC District 62	1	0		1	1	0		1	0	0	1	0	5		
Meister, Lauren	West Hollywood, RC District 41	1	1		1	1	1		1	1	1	1	0	9		
Michael, L. Dennis	Rancho Cucamonga, RC District 9	1	1		1	1	1		0	1	1	1	0	8		
Nava, Marisela	Perris, RC District 69	1	1		1	1	0		0	0	0	0	1	5		
Nava-Froelich, Maria	ICTC	1	1		1	1	1		1	1	1	1	1	10		
Navarro, Frank J.	Colton, RC District 6	0	0		1	1	0		1	1	1	1	0	6		
Ortiz, Oscar	Indio, RC District 66	1	1		1	0	1		1	1	1	0	1	8		
Padilla, Imelda	Los Angeles, RC District 53				0	0	0		0	0	0	0	0	0		

Attachment: RC Attendance Sheet 2023-24 (Minutes of the Meeting - May 2, 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	10
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	8
Rhodes, Rocky	Simi Valley, RC District 46	1	1	1	1	1	1	1	1	1	1	1	1	10
Robertson, Deborah	Rialto, RC District 8	0	1	1	1	1	1	0	1	0	1	1	1	7
Rodriguez, Celeste	San Fernando, RC District 67	1	1	1	1	1	0	1	1	1	1	1	1	9
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	9
Sandoval, Tim	Pomona, RC District 38	1	1	1	1	1	1	1	0	1	1	0	0	8
Sarega, Andrew	La Mirada, RC District 31	1	1	0	0	0	0	0	0	0	0	0	1	3
Saro, Suely	Long Beach, RC District 29	1	1	1	1	1	1	1	1	0	1	1	1	9
Schwank, Zak	Temecula, RC District 5	1	1	1	1	1	1	1	1	1	1	0	0	9
Shapiro, David J.	Calabasas, RC District 44	1	1	1	1	1	1	1	1	1	1	1	1	10
Simonoff, Marty	Brea, RC District 22	1	0	1	1	1	1	1	1	1	1	1	1	9
Solache, José Luis	Lynwood, RC District 26	1	1	1	1	1	1	1	1	1	1	1	1	10
Solis, Hilda	Los Angeles County	0	0	0	0	0	0	0	1	1	0	0	0	2
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	0	0	8
Tye, Steve	Diamond Bar, RC District 37	0	1	0	0	1	1	0	1	0	0	1	1	4
Wagner, Donald P.	Orange County	1	1	1	1	1	1	1	1	1	1	1	0	9
Wapner, Alan	SBCTA/SBCOG	1	1	1	1	1	1	1	0	1	1	1	1	9
Wood, Jeff	Lakewood, RC District 24			1	1	1	1	0	1	1	1	1	1	7
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	10



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

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

**From:** Jeffery Elder, Chief Counsel/Director of Legal Services  
(213) 630-1478, elder@scag.ca.gov

**Subject:** Approval of Amendment No. 3 to Executive Director's Employment Agreement

**CHIEF COUNSEL'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve the attached Amendment No. 3 to the Employment Agreement between SCAG and Kome Ajise to adjust the Executive Director's Salary in response to positive performance review, and approve the Annual Work Plan for 2024-25.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In accordance with SCAG's Bylaws and the Executive Director's Employment Agreement, the Executive/Administration Committee (EAC) conducted an annual performance evaluation of the Executive Director. The EAC recommended that the RC approve an amendment to the Agreement to reflect a merit increase in the Executive Director's annual salary of 3%. The attached amendment makes only that change; the remaining terms of the Agreement remain in full force and effect.*

**BACKGROUND:**

SCAG's Executive Director, Kome Ajise, was hired on April 5, 2019. His employment agreement, as amended and attached hereto, sets forth the terms of employment, including an annual salary of \$382,000, customary employee benefits such as health and life insurance, and various other terms.

Section 2.03 of the agreement provides for an annual performance evaluation of the executive director by SCAG's Executive/Administrative Committee; that process was completed in accordance with SCAG's Bylaws prior to the 2024 General Assembly. The EAC recommended that the RC approve a three percent merit increase to base salary, in recognition of a positive performance review.



Additionally, in accordance with Article V, Section C(3)(b) of SCAG's Bylaws, the EAC shall review and approve the Executive Director's Annual Work Plan, subject to ratification by the Regional Council.

Accordingly, Board Counsel has prepared the attached Amendment No. 3 to the employment agreement for consideration; additionally, the Executive Director's proposed Annual Work Plan is attached for review and approval as required by the Bylaws.

**FISCAL IMPACT:**

This action adjusts the Executive Director's annual salary by three percent (3%) pursuant to a positive performance review.

**ATTACHMENT(S):**

1. Original Employment Agreement as Amended
2. Proposed Amendment No.3
3. Executive Director's Proposed Annual Work Plan 2024-25

**AMENDMENT NO. 2**

**EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE**

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*The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE*, dated May 2, 2019, is hereby amended as follows:

1. **Section 1.01. (Specified Term):** This section is hereby amended in its entirety to read as follows:

The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to April 4, 2027.

2. Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

This amendment has been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS


EMPLOYEE

By:   
Art Brown, President

By:   
Kome Ajise, Executive Director

DATE: 7/6/2023

APPROVED AS TO FORM

  
Ruben Duran, Board Counsel

AMENDMENT NO. 1

EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE

The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE, dated May 2, 2019, is hereby amended as follows:

- Section 2.03. (Performance Evaluation):** This section shall be revised, as follows:  
  
Employee's performance will be evaluated in accordance with Article V, section C(3)(b) of SCAG's Bylaws.
- Section 3.02. (Employee Base Salary):** The base salary shall be increased to Three Hundred and Eighty-Two Thousand Dollars (\$382,000) per year.
- Section 3.03. (Cost of Living Adjustment):** This section shall be removed in its entirety.
- Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

These amendments have been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

By: Jan C. Harnik  
Jan C. Harnik, President

By: Kome Ajise  
Kome Ajise, Executive Director

DATE: 10/6/2022

APPROVED AS TO FORM

Ruben Duran  
Ruben Duran, Board Counsel



## EMPLOYMENT AGREEMENT

FOR

KOME AJISE

This Employment Agreement (hereinafter referred to as "Agreement") is entered into by and between the Southern California Association of Governments, a California Joint Powers Agency (hereinafter referred to as the "Employer" or "SCAG") and Kome Ajise (hereinafter referred to as the "Employee"), each individually referred to as "Party" and collectively referred to as the "Parties," in consideration of the mutual promises as set forth herein.

### RECITALS

WHEREAS, the position of Executive Director is a "Director" level and "at-will" position;

WHEREAS, it has been determined that it is in the best interest of SCAG that all "Director" level positions and their terms of employment be set forth in an employment contract between SCAG and the Executive Director;

WHEREAS, the Regional Council has given authority to the SCAG President to enter into this Agreement on behalf of Employer; and

WHEREAS, SCAG intends that this Agreement set forth all obligations, rights and privileges it may owe to Employee and which Employee may owe to SCAG as a result of the employment relationship.

NOW THEREFORE, the Parties agree to enter into this Agreement under the terms and the conditions set forth below.

### ARTICLE 1. TERM OF EMPLOYMENT

#### Section 1.01 -- Specified Term

The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to April 4, 2024, hereinafter referred to as the "Term" of the Agreement.

~ 1 ~

**Section 1.02 -- Earlier Termination**

This Agreement may be terminated earlier as hereinafter provided under Article 4.

**ARTICLE 2. DUTIES AND OBLIGATIONS OF EMPLOYEE**

**Section 2.01 -- Title and Description of Performance Goals**

Employee shall serve as the Executive Director of SCAG. In that capacity, Employee shall do and perform all services, acts, or things necessary or advisable to fulfill the duties of an Executive Director pursuant to the provisions of Article VII of SCAG's Bylaws. However, Employee shall at all times be subject to the direction of the Regional Council and the policies of the Regional Council.

**Section 2.02 -- Loyal and Conscientious Performance of Duties**

Employee agrees that to the best of his ability and experience, he will at all times loyally and conscientiously perform all of the duties and obligations required of him either expressly or implicitly by the terms of this Agreement. Said required duties and obligations are set forth in Article VII of SCAG's Bylaws.

**Section 2.03 -- Performance Evaluation**

Employee's performance will be evaluated annually by SCAG's Executive / Administration Committee (EAC) and ratified by SCAG's Regional Council in accordance with the Bylaws of SCAG. This annual performance evaluation shall occur on or before April 30<sup>th</sup> of each year during the Term of this Agreement. Informal performance evaluations by the EAC may be undertaken as determined by the EAC. Each annual performance evaluation shall be based on Employee's performance as measured against both the required duties and obligations of the Executive Director and an annual Work Plan developed by Employee and the EAC and agreed to by the Regional Council. The EAC shall also have the authority to seek input from SCAG's Executive Management staff in assessing Employee's performance.

**Section 2.04 -- Employer's Personnel Rules**

Employee agrees to comply with all of the provisions set forth within the Personnel Rules of SCAG that are applicable to this Agreement, as they are adopted and periodically amended.

**ARTICLE 3. OBLIGATIONS OF EMPLOYER**

**Section 3.01 -- General Description**

Employer shall provide Employee with the compensation, incentives, and benefits as set forth below, and reasonable business expense reimbursement in accordance with SCAG's policies.

**Section 3.02 -- Employee Base Salary**

Commencing the starting date (Term) of this Agreement (April 5, 2019) and as compensation for the services to be rendered by Employee under this Agreement, Employer shall pay Employee a base salary of Three Hundred and Thirty Five Thousand Dollars (\$335,000.00) per year paid in equal biweekly amounts during the period of his employment and prorated for any partial employment period. During the Term of this Agreement and subject to the terms of this Article 3, the EAC shall have the authority to recommend the adjustment and increase of the base salary of Employee, with any such base salary adjustment and increase subject to the ratification of the Regional Council.

**Section 3.03 -- Annual Cost of Living Increases**

At the sole discretion of SCAG, and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustments for SCAG employees through the annual budget approval process, Employee shall receive a cost of living increase paid consistent with any cost of living increase made available to SCAG staff and only if a cost of living increase is made available to SCAG staff. The amount of any such cost of living increase for Employee must be determined using a process that is consistent with that used for SCAG staff. Any such cost of living increase must be authorized by the SCAG President before it takes effect, and will be effective on the same date as it is effective for SCAG staff.

**Section 3.04 -- Discretionary Merit Increase**

At the sole discretion of SCAG and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustment for SCAG employees through the annual budget approval process, Employee shall receive a merit salary adjustment based on the EAC' s review of Employee's performance of duties and obligations and achievement, as well as the achievement of performance objectives/desired outcomes as provided in a Work Plan to be subsequently approved and agreed upon between Employee and the EAC. Any merit salary increase, if any, must be consistent with any merit salary increase available to

SCAG staff and, after authorization by the SCAG President, will be effective on the same date as it is effective for SCAG staff.

**Section 3.05 -- Limitation on Increases**

Notwithstanding Sections 3.03 and 3.04 above, in years when there is no cost of living increase, merit salary adjustment or other form of compensation adjustment provided to SCAG staff, Employee will not receive any such increases, payments or adjustments. .

**Section 3.06 -- Employee Benefits**

(a) Employee is entitled to sick leave, all retirement, health, vision and dental insurance, life insurance, deferred compensation, and disability benefits and other work related programs offered to all non-exempt SCAG employees. In addition, life insurance with an increased coverage level of \$150,000.00 is provided. The Employer shall pay the full premium of this coverage; but the Employee shall be responsible for the taxable value of this benefit. Also, the Employer agrees to match Employee's annual contribution to SCAG's 457 deferred compensation retirement plan(s) provider, except that matching amount from Employer, not to exceed IRS limits in any given year.

(b) Employee will be entitled to accumulate annual vacation leave at the rate of 160 hours or at such accumulation rate as provided in the Personnel Rules as they are adopted and periodically amended, whichever is greater. Utilization of such leave and restrictions on the accumulation of such leave shall be governed by the provisions of the Personnel Rules.

(c) Employee will be entitled to receive ~~\$10,500 annually~~ <sup>KA</sup> or \$750 monthly for an auto allowance. This supplemental allowance will be paid as part of a non-accountable plan in accordance with applicable regulations of the United States Treasury Department, Internal Revenue Service, and all such payments will be reported as income.

(d) Employee shall receive a monthly allowance equal to cost of monthly parking in SCAG's Downtown Los Angeles headquarters.

(e) Employee shall receive \$250 monthly as reimbursement for the acquisition and use of a Cellular Telephone and for unrestricted Internet home use; and any hardware accessories.

(f) Employee shall also be entitled to receive, each year, Personal Floating Holidays to be used in accordance with the provisions set forth in the Personnel Rules of SCAG, as they are adopted and periodically revised.

(g) In addition to the vacation leave described in Section 3.06(b) above, Employee shall also be entitled to receive each year 80 hours of executive leave accrued annually on a calendar year basis, and whatever portion is unused as of December 31<sup>st</sup> of the calendar year, shall be paid out in cash upon Employee's request in the following calendar year.

(h) All sick leave, vacation, retirement and other benefits accrued by Employee as of the Effective Date of this Agreement shall be carried forward under this Agreement.

#### **ARTICLE 4. TERMINATION OF EMPLOYMENT**

##### **Section 4.01 -- Automatic Termination**

This Agreement shall automatically terminate, with or without notice, and without the severance payment set forth in Article 4.03(a) (2), upon the occurrence of the following events:

- (a) the death of the Employee;
- (b) the inability of the Employee to perform the essential functions of his employment;
- (c) the voluntary or involuntary dissolution of Employer; or
- (d) the expiration of the Term of this Agreement.

This Agreement will also automatically terminate, after sixty (60) days written notice, in the event that Employee's position is eliminated due to work reduction caused by budgetary constraints or for any other reason; provided, however, that in this situation, severance payment may be paid to Employee in accordance with Article 4.03(a) (2) of this Agreement at the sole discretion of the Employer.

##### **Section 4.02 -- Termination by Employee**

The Employee may terminate this Agreement by providing the Employer with sixty (60) days written notice of his resignation of employment. Upon his resignation, Employee shall be entitled only to the compensation set forth in Section 4.04 and shall not be entitled to any severance payment.

**Section 4.03 -- Termination by Employer**

(a) **Without Cause:** The Employer may, at its sole discretion, terminate this Agreement without cause provided that Employer gives Employee at least sixty (60) days written notice of such termination without cause. Being at-will, Employee acknowledges that he has no right to the grievance procedures established by Employer.

- (1) Should Employer elect to terminate this Agreement without cause, Employer agrees to provide Employee with a severance payment as set forth in Section 4.03(a) (2) below from the date of termination.
- (2) Employee shall receive an amount equal to Employee's annual base salary as defined in Section 3.02 at the time of termination as a severance payment; except, that, in accordance with Government Code Section 53260, the maximum severance payment made to Employee cannot be more than Employee's annual base salary divided by twelve and multiplied by the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months). In addition, Employer shall pay the life, vision, medical and dental premiums of Employee at the then current participation rate at the time of termination for the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months).

(b) **For Cause:** The Employer shall have the right to immediately terminate Employee for cause if the Employee does any of the following:

- (1) willfully breaches or habitually neglects the duties which he is required to perform under terms of this Agreement;
- (2) commits acts of dishonesty, fraud, misrepresentation, or other acts of moral turpitude, that would prevent the effective performance of his duties or that places SCAG in an unfavorable light;
- (3) substantially fails to perform his duties or fails to meet his performance objectives based upon the annual review by the EAC;
- (4) engages in any actions that is disruptive to the workplace;
- (5) commits significant acts of insubordination to the Regional Council; or
- (6) violates any of the policies set forth in the Personnel Rules of SCAG, as adopted and periodically amended.

If the Employee is terminated by Employer for cause, Employee shall not be entitled to any severance payment from Employer, unless the EAC in its sole discretion authorizes severance payment and the decision by the EAC is ratified by a majority vote of the Regional Council.

(c) Notice of For Cause Termination: Should the Employer terminate Employee pursuant to Section 4.03(b), Employer agrees to provide Employee with written notice detailing the specific grounds leading to his for cause termination, provided that such written notice of termination for cause may be effective immediately.

**Section 4.04 -- Effect on Compensation**

In the event that this Agreement is terminated, for any of the reasons set forth in this Article, Employee shall be entitled to his base salary owed and benefits earned by and vested in Employee prior to the date of his termination, computed pro rata up to and including that date. Except for the provisions in this Agreement allowing for severance payment, and except for the payment of life, vision, medical and dental premiums as discussed in Section 4.03(a) (2), Employee shall be entitled to no further compensation as of the date of termination.

**ARTICLE 5: GENERAL PROVISIONS**

**Section 5.01 -- Notices**

Any notices to be given by either Party to the other shall be in writing and maybe transmitted either by personal delivery or by mail, registered or certified, postage prepaid with return receipt requested. Mailed notices shall be addressed to the Parties at the addresses appearing below. Each Party may change that address by written notice in accordance with this section. Notices delivered personally shall be deemed communicated as of the date of actual receipt; mailed notices shall be deemed communicated as of the date of mailing.

**Notice to Employer**

Human Resources Department  
SCAG  
900 Wilshire Boulevard  
Suite 1700  
Los Angeles, California 90017

**Notice to Employee**

Kome Ajise  
900 W. Temple Street #407  
Los Angeles, CA 90012



**Section 5.02 -- Attorney's Fees and Costs**

If any action is necessary to enforce or interpret the terms of this Agreement, the prevailing Party shall be entitled to reasonable attorney's fees, costs, and necessary disbursements in addition to any other relief to which that Party may be entitled. This provision shall be construed as applicable to the entire contract.

**Section 5.03 -- Entire Agreement**

This Agreement supersedes any and all other agreements, either oral or in writing, between the Parties with respect to the employment of Employee by Employer, and contains all of the covenants and agreements between the Parties with respect to that employment in any manner whatsoever. Each Party to this Agreement acknowledges that no representations, inducements, promises, or agreements, orally or otherwise, have been made by any Party, or anyone acting on behalf of any Party, which are not embodied herein, and that no other agreement, statement; or promise not contained in this Agreement shall be valid or binding.

**Section 5.04 -- Modification**

Any modification or amendment of this Agreement will be effective only if it is in writing signed by both the President of SCAG acting on behalf of SCAG's Regional Council and the Employee. However, changes to the Personnel Rules of SCAG, except for those addressing compensation or benefits, are applicable to this Agreement.

**Section 5.05 -- Partial Invalidity**

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.



**Section 5.06 -- Governing Law**

This Agreement shall be governed by and construed in accordance with the laws of the State of California.

Executed on May 2nd, 2019 at Los Angeles, California.

**EMPLOYER**

**Southern California Association of Governments**


By  \_\_\_\_\_  
Alan Wapner, SCAG President

**EMPLOYEE**

**Kome Ajise**

By  \_\_\_\_\_  
Executive Director

Approved as to Form:

 \_\_\_\_\_  
Legal Counsel

**AMENDMENT NO. 3**

**EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE**

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*The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE*, dated May 2, 2019, is hereby amended as follows:

- 1. Section 3.02. (Employee Base Salary):** The base salary shall be increased to Three Hundred Ninety-Three Thousand Four Hundred and Sixty Dollars (\$393,460.00) per year.
- 2.** Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

This amendment has been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

EMPLOYEE

By: \_\_\_\_\_  
Curt Hagman, President

By: \_\_\_\_\_  
Kome Ajise, Executive Director

Date: \_\_\_\_\_

APPROVED AS TO FORM

\_\_\_\_\_  
Ruben Duran, Board Counsel

Attachment: Proposed Amendment No.3 (Approval of Amendment No. 3 to Executive Director's Employment Agreement)

**GOAL 1: Produce innovative plans that increase sustainability and improve the quality of life for Southern Californians**

- Unite and elevate the region's voice on transit recovery, goods movement, and a smooth transition to clean transportation technologies as key Presidential Priorities. Work with the incoming President to also prioritize regional policy conversations on emerging technologies bringing the work of the Emerging Technology Committee into sharper focus within Policy Committees and at the Regional Council.
- Complete amendment to the Connect SoCal-2024 Regional Transportation Plan/Sustainable Communities Strategy
- Deliver guidelines and project selection processes for Federal and State funding programs administered by SCAG including public release and approval of the 2025 Federal Transportation Improvement Program (FTIP) and development of the 2027 FTIP guidelines.
- Deliver and implement program guidelines for the 2024 Sustainable Communities Program, including identifying categories and funding sources to support a series of Calls for Projects to provide resources to meet the diverse planning needs of local communities and support implementation of regional planning policies and strategies.
- Continue implementation of REAP 2021 funding programs and project lists including advocacy and engagement with the board and stakeholders to prioritize and phase delivery as necessary in response to potential budget reductions.
- Initiate development of the region's Comprehensive Sustainable Freight Plan (Plan Update). The Plan Update is designed to ensure that the region can continue to play a critical role in the global supply chain while meeting regional economic goals, addressing critical mobility challenges, preserving the environment, and contributing to community livability and quality of life. The Plan Update is anticipated to include a multi-year effort to collect data, conduct analyses, and engage with regional, statewide, and national stakeholders covering multiple aspects of the region's goods movement system.
- Develop the Regional Safety Action Plan (SS4A), detailing strategies that align with the goal of zero roadway fatalities and serious injuries, providing a roadmap for new and ongoing activities. The Plan will identify effective projects and policies informed by demonstration activities and ongoing local engagement; support supplemental planning and demonstration activities led by local jurisdictions to enhance the Regional Safety Action Plan; and expand eligibility among the estimated 170+ local jurisdictions in the region without a Safety Plan for future SS4A investments.

**GOAL 2: Be the foremost data information hub for the region**

- Provide oversight and help champion the use of data tools available through the RDP to enhance local planning capacity in support of regional goals.
- Continue evolution of SCAG's hybrid cloud strategy in support of regional data sharing, Connect SoCal modeling efforts, and enterprise business systems.
- Continue to develop and maintain strong professional relationships with strategic big data partners in academia, private sector and all levels of government.

**GOAL 3: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration**

- Continue to bring elected leaders and community partners together to advance Regional Planning Policies and develop a shared understanding of challenges and solutions through site visits, mobile workshops and trainings.
- Continue to shape good public policy by hosting and convening thought leaders at the General Assembly, Economic Summit and the Demographic Workshop.
- Continue to develop new members on-boarding program to facilitate effective orientation and education of new members to maximize their participation and leadership.
- Continue to enhance information databases, access to innovative software and tools, training and programs to better serve SCAG member cities and their participation in regional planning.
- Continue strategic regional grant programs to encourage member jurisdictions to implement SCAG adopted regional policies.
- Continue to develop, enhance and broadcast a cohesive and collaborative communication strategy.

**GOAL 4: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy**

- Continue to provide regional leadership on important transportation policy and budgetary issues to protect the SCAG region's ability to implement Connect SoCal.
- Provide regional leadership and support to protect Regional Early Action Planning (REAP) 2.0 funding.
- Provide regional leadership on substantive Regional Housing Needs Assessment (RHNA) reform, including support for Assembly Bill 2485 (Carrillo) to improve accuracy and transparency in the development of RHNA determination.
- Continue to work with fellow metropolitan planning organizations (MPO) on possible SB375 reform.
- Provide opportunities for SCAG leadership to act as ambassadors and champions of SCAG's local planning programs and information services to increase awareness, reach and impact of SCAG services to advance regional plans and policies.
- Continue regular meetings with relevant government officials and host specific industry roundtables with leaders in labor and business.
- To improve legislation on behalf of SCAG at the local, state, and federal level, provide regular testimony, presentations, and speeches during official city, county, state and federal proceedings including, but not limited to, meetings, hearings, and committees.

**GOAL 5: Recruit, support, and develop a world-class workforce and be the workplace of choice**

- Continue to cultivate an excellent employee experience journey that allows individuals to understand their importance and value, purpose, and role as they progress in their tenure with the organization and that is anchored to diversity, equity, inclusion and belonging.
- Utilize workforce planning strategies to align classifications and development opportunities to match the organization's future needs.
- Pursue information technology and business process innovations that support SCAG's core business functions and improves efficiency, communication, and effectiveness across the organization.

- Continuous improvement of SCAG’s performance management process to advance employee development and performance and support managers setting employee goals.
- Foster a positive and supportive employee experience for new employees by continuously improving the orientation and onboarding program that familiarizes employees with SCAG’s vision and assists new employees with understanding their roles and responsibilities.

**GOAL 6: Deploy strategic communications to further organization priorities and foster public understanding of long-range regional planning**

- Complete update of SCAG Strategic Plan and ensure implementation includes a communication plan reflecting stakeholder input.
- Advance the brand identity and communication outreach of SCAG through timely strategic messaging, increased media exposure and expanded use of new media and technologies.
- Enhance outreach opportunities in the development and implementation of the Connect SoCal through SCAG Working Groups, Technical Advisory Committees, and various Sub-regional Leadership Group Meetings.
- Continue to enhance SCAG’s overall website and communications strategy to foster stakeholder understanding and engagement with SCAG.

**GOAL 7: Secure ample funding to support organization priorities and use best practices to effectively and efficiently deliver work products**

- Pursue Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) resources for SCAG and partner led efforts to implement Connect SoCal and support regional capacity building to increase local competitiveness for federal and state grants.
- Align SCAG resources to newly adopted Strategic Plan’s Priorities and Objectives while balancing expected reduced revenue projections to ensure long-term financial sustainability.
- Deliver excellent customer service through high quality, effective, efficient, and scalable business practices focused on continuous improvement.
- Continue to implement organization-wide project management standardization and best practices to enhance organizational responsiveness and effectiveness through portfolio visibility.
- Ensure risks identified by the Audit Committee are addressed and the committee is regularly updated on how staff is managing these risks.



**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
June 6, 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:** Contract 18-002-SS1 Amendment 13, Legal Services

**RECOMMENDED ACTION:**

Approve Contract No. 18-002-SS1 Amendment 13 to increase the not to exceed amount from \$718,910 to \$918,910 (an increase of \$200,000) with PC Law Group to provide Legal Services and other Litigation Support for an additional year.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*On June 27, 2017, SCAG awarded Contract No. 18-002-SS1 to PC Law Group for attorney Patricia Chen to serve as the agency's special counsel to provide legal services related to the regional transportation plan/sustainable communities strategy and the associated Program Environmental Impact Report (PEIR), matters involving the California Environmental Quality Act (CEQA), applicable state and federal environmental laws, providing advice on RHNA matters, and legal defense for matters, as needed. Having provided legal services to SCAG since 1998, Ms. Chen is readily familiar with regional transportation planning and related CEQA matters. Ms. Chen has assisted other MPOs, such as the San Diego Association of Governments and Kern County Council of Governments in a similar capacity. Ms. Chen is also familiar with the RHNA process and provided SCAG with legal services and litigation support during previous RHNA cycles.*

*Staff will continue to need these services in FY 25. This amendment increases the contract value from \$718,910 to \$918,910 and extends the contract term from 6/30/24 to 6/30/25.*

*This amendment exceeds \$150,000 and 30% of the contract's original value. Therefore, in accordance with the Regional Council Policy Manual, it requires the Regional Council's approval.*



**BACKGROUND:**

Staff recommends executing the following contract amendment to extend the contract term for an additional (1) year and to increase the not to exceed contract value by \$200,000:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amendment Amount</u>
PC Law 18-002-SS1 Amendment 13	The consultant will continue to provide Legal Services and Litigation Support Services at pre-negotiated hourly rates.	\$200,000

**FISCAL IMPACT:**

Funding of \$200,000 is available in the FY 25 budget, spread throughout various project numbers in the General Fund, Indirect Cost, and Overall Work Program. The project numbers and amounts will be listed in the Purchase Order.

**ATTACHMENT(S):**

1. 18-002-SS1 A13 Contract Summary
2. 18-002-SS1 A13 Conflict of Interest Form

**CONSULTANT CONTRACT NO. 18-002-SS1 AMENDMENT NO. 13**

**Consultant:** PC Law Group

**Background & Scope of Work:** On June 27, 2017, SCAG awarded Contract No. 18-002-SS1 to PC Law Group for attorney Patricia Chen to serve as the agency’s special counsel to provide legal services related to the regional transportation plan/sustainable communities strategy and the associated Program Environmental Impact Report (PEIR), matters involving the California Environmental Quality Act (CEQA), applicable state and federal environmental laws, providing advice on RHNA matters, and legal defense for matters, as needed. Having provided legal services to SCAG since 1998, Ms. Chen is readily familiar with regional transportation planning and related CEQA matters. Ms. Chen has assisted other MPOs, such as the San Diego Association of Governments and Kern County Council of Governments in a similar capacity. Ms. Chen is also familiar with the RHNA process and provided SCAG with legal services and litigation support during previous RHNA cycles.

Staff will continue to need these services in FY 25. This amendment increases the contract value from \$718,910 to \$918,910 and extends the contract term from 6/30/24 to 6/30/25.

**Project’s Benefits & Key Deliverables:** The project’s benefits and key deliverables include, but are not limited to: Access to the unique and specialized experience of the firm on PEIR, CEQA, and RHNA matters, and expert legal advice.

**Strategic Plan:** Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; and Goal 2: Advance Southern California’s policy interest and planning priorities through regional, statewide, and national engagement and advocacy.

<b>Amendment Amount:</b>	Amendment 13	\$200,000
	Amendment 12 (administrative – no change to contract’s value)	\$0
	Amendment 11 (administrative – no change to contract’s value)	\$0
	Amendment 10 (administrative – no change to contract’s value)	\$0
	Amendment 9 (administrative – no change to contract’s value)	\$0
	Amendment 8 (administrative – no change to contract’s value)	\$0
	Amendment 7	\$200,000
	Amendment 6 (administrative – no change to contract’s value)	\$0
	Amendment 5	\$272,000
	Amendment 4 (administrative – no change to contract’s value)	\$0
	Amendment 3	\$156,960
	Amendment 2 (administrative – no change to contract’s value)	\$0
	Amendment 1	\$65,000
	Original contract value	<u>\$24,950</u>
	<b>Total contract value is not to exceed</b>	<b>\$918,910</b>

This amendment exceeds \$150,000 and 30% of the contract’s original value. Therefore, in accordance with the Regional Council Policy Manual, it requires the Regional Council’s approval.

Attachment: 18-002-SS1 A13 Contract Summary (Contract 18-002-SS1 Amendment 13, Legal Services)



**Contract Period:** June 27, 2017 through June 30, 2025.

**Project Number:** Funding of \$200,000 is available in the FY 25 budget, spread throughout various project numbers in the General Fund, Indirect Cost, and Overall Work Program. The project numbers and amounts will be listed in the Purchase Order.

**Basis for the Amendment:** Due to limited resources in-house, it is anticipated that Ms. Chen will continue to provide legal services to SCAG staff related to the implementation of Connect SoCal, matters involving CEQA and other applicable state and federal environmental laws, and providing advice on RHNA matters. This amendment is needed to (1) extend the term of the contract for an additional 12-month period and (2) increase the contract value to account for the cost of the extended term.

**Conflict Of Interest (COI) Form - Attachment  
For June 6, 2024 Regional Council Approval**

Approve Contract No. 18-002-SS1 Amendment 13 to increase the not to exceed amount from \$718,910 to \$918,910 (an increase of \$200,000) with PC Law Group to provide Legal Services and other Litigation Support for an additional year.

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)?
PC Law Group	No – form attached

Attachment: 18-002-SS1 A13 Contract Summary (Contract 18-002-SS1 Amendment 13, Legal Services)

**TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29  
DEBARMENT AND SUSPENSION CERTIFICATION**

Contract No. [REDACTED] 18-002-SS1

- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
  - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
  - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

PC Law Group  
Name of Firm

[Handwritten Signature]  
Signature (original signature required)

4/17/24  
Date

Attachment: 18-002-SS1 A13 Conflict of Interest Form (Contract 18-002-SS1 Amendment 13, Legal Services)

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. \_\_\_\_\_ 18-002-SS1

## 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: PC Law Group  
Name of Preparer: Patricia Chera  
Project Title: \_\_\_\_\_  
Date Submitted: 4/7/24

## SECTION II: QUESTIONS

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

YES  NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES       NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____



5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES       NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

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

**SECTION III: VALIDATION STATEMENT**

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

**DECLARATION**

I, (printed full name) Patricia Chen, hereby declare that I am the (position or title) President of (firm name) PC Law Group, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 4/17/24 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)

\_\_\_\_\_  
 4/17/24  
 Date

**NOTICE**

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



**AGENDA ITEM 6**  
**REPORT**

Southern California Association of Governments  
June 6, 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:** Contract 20-002-C01 Amendment 7, Board Counsel Services

**RECOMMENDED ACTION:**

Approve Contract No. 20-002-C01 Amendment 7 to increase the not to exceed amount from \$907,830 to \$1,336,680 (an increase of \$428,850) with Best Best & Krieger to provide Board Counsel & other Legal Services for an additional two years.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On October 3, 2020, SCAG awarded Contract 20-002-C01 to Best Best & Krieger, LLP (BBK) to provide legal services as Board Counsel to the Regional Council and its committees and to provide as needed services, including litigation services and other services. Under this agreement, BBK provides legal services under Task 1 that include, but are not limited to: attending and serving as Board Counsel at Regional Council (RC) and other committee meetings; consulting and providing advice to the RC, committees, Executive Director and other staff on various legal matters; assisting with the annual performance review of the Executive Director; reviewing and revising as needed proposed changes to the SCAG Bylaws and RC policies; and additional services as requested by the RC or the Executive Director. Task 1 services are rendered in accordance with an agreed-upon flat monthly fee. As needed services under Task 2 include litigation assistance (if approved by the Regional Council) and other services (as approved by the Executive Director), in accordance with an agreed upon hourly rate structure.*

*This contract amendment extends the current agreement for an additional two (2) years through 6/30/2026. Additionally, this contract amendment would increase the contract value by \$428,850 from \$907,830 to \$1,336,680. The funding increase accounts for the Task 1 flat monthly fee to cover Board Counsel Services and for the estimated Task 2 as needed services over the extended term.*



*This amendment exceeds \$150,000 and 30% of the contract's original value. Therefore, in accordance with the Regional Council Policy Manual, it requires the Regional Council's approval.*

**BACKGROUND:**

Staff recommends executing the following contract amendment to extend the contract term for an additional two (2) years and to increase the not to exceed contract value by \$428,850:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amendment Amount</u>
Best Best & Krieger 20-002-C01 Amendment 7	The consultant will continue to provide Board Counsel and other Legal services at pre-negotiated rates.	\$428,850

**FISCAL IMPACT:**

Funding of \$150,000 is available in the Fiscal Year (FY) 25 General Fund budget in Project Number 800-0160.01, subject to budget availability. Funding of \$190,000 is available in the FY 25 Indirect Cost Program budget, in Project Number 810-0120.09. The remaining amount will be requested in future fiscal year budgets.

**ATTACHMENT(S):**

1. 20-002-C01 A07 Contract Summary
2. 20-002-C01 Conflict of Interest Form



**CONSULTANT CONTRACT NO. 20-002-C01 AMENDMENT 7**

**Consultant:** Best Best & Krieger, LLP

**Background & Scope of Work:** On October 3, 2020, SCAG awarded Contract 20-002-C01 to Best Best & Krieger, LLP (BBK) to provide legal services as Board Counsel to the Regional Council and its committees and to provide as needed services, including litigation services and other services. Under this agreement, BBK provides legal services under Task 1 that include, but are not limited to: attending and serving as Board Counsel at Regional Council (RC) and other committee meetings; consulting and providing advice to the RC, committees, Executive Director and other staff on various legal matters; assisting with the annual performance review of the Executive Director; reviewing and revising as needed proposed changes to the SCAG Bylaws and RC policies; and additional services as requested by the RC or the Executive Director. Task 1 services are rendered in accordance with an agreed-upon flat monthly fee. As needed services under Task 2 include litigation assistance (if approved by the Regional Council) and other services (as approved by the Executive Director), in accordance with an agreed upon hourly rate structure. This contract amendment extends the current agreement for an additional two (2) years through 6/30/2026. Additionally, this contract amendment increases the contract value by \$428,850 from \$907,830 to \$1,336,680. The funding increase accounts for the Task 1 flat monthly fee to cover Board Counsel Services and for the estimated Task 2 as needed services over the extended term.

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

- Task 1: Legal Counsel Services to the Regional Council for a flat fee on a monthly basis in FY 25 through FY 26.
- Task 2: As Needed Services on an hourly fee basis.

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

<b>Amendment Amount:</b>	Amendment 7 (extend term through FY26, increase contract value)	\$428,850
	Amendment 6 (administrative, added FY24 funding)	\$0
	Amendment 5 (administrative, extended term through FY24)	\$0
	Amendment 4 (administrative, increased hourly rates for FY23-FY24)	\$0
	Amendment 3	\$48,870
	Amendment 2	\$363,480
	Amendment 1 (administrative only)	\$0
	Original contract value	<u>\$495,480</u>
	<b>Total contract value is not to exceed</b>	<b>\$1,336,680</b>

This amendment exceeds \$150,000 and 30% of the contract’s original value. Therefore, in accordance with the Regional Council Policy Manual, it requires the Regional Council’s approval.

**Contract Period:** October 23, 2019 through June 30, 2026

**Project Number:** 800-0160.01 \$228,850  
Funding source: General Fund

Funding of \$150,000 is available in the FY 2024-25 General Fund budget, in Project Number 800-0160.01, subject to budget availability. The remaining amount will be requested in future fiscal year budgets.

810-0120.09 \$200,000  
Funding source: Indirect Cost

Funding of \$190,000 is available in the FY 2024-25 Indirect Cost Program budget, in Project Number 810-0120.09, subject to budget availability. The remaining amount will be requested in future fiscal year budgets.

**Basis for the Amendment:** This amendment is needed to extend the term of an additional two (2) years and increase the contract value to account for the cost of the extended term. This term extension provides continuity in critical legal services and provides the new SCAG Chief Counsel with time to adequately prepare for a new solicitation for Board Counsel Services.

**Conflict Of Interest (COI) Form - Attachment  
For June 6, 2024 Regional Council Approval**

Approve Contract No. 20-002-C01 Amendment 7 to increase the not to exceed amount from \$907,830 to \$1,336,680 (an increase of \$428,850) with Best Best & Krieger to provide Board Counsel & other Legal Services for an additional two years.

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)?
Best Best & Krieger, LLP (prime consultant)	No - form attached

# TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

Contract No. 20-002-C01

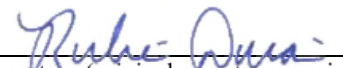
- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
  - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
  - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

Best Best & Krieger LLP

Name of Firm

  
Signature (original signature required)

May 22, 2024

Date

Attachment: 20-002-C01 Conflict of Interest Form (Contract 20-002-C01 Amendment 7, Board Counsel Services)

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 20-002-C01

## SECTION I: INSTRUCTIONS

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

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

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

**Name of Firm:** Best Best & Krieger LLP  
**Name of Preparer:** Ruben Duran, Partner  
**Project Title:** Board Counsel  
**Date Submitted:** May 22, 2024

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES       NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES       NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

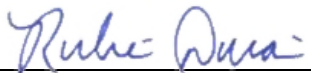
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

**DECLARATION**

I, (printed full name) Ruben Duran, hereby declare that I am the (position or title) Partner of (firm name) \_\_\_\_\_, 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 May 22, 2024 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)
 

 May 22, 2024  
 \_\_\_\_\_  
 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.



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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Contract 20-035-C01 Amendment 6, Information Technology (IT)  
Managed Services

**RECOMMENDED ACTION:**

Approve Contract No. 20-035-C01 Amendment 6 to increase the not-to-exceed amount from \$4,515,839.33 to \$6,515,839.33 (an increase of \$2,000,000) with E.K. Associates to provide IT Managed Services for an additional two years.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On July 29, 2020, SCAG awarded Contract 20-035-C01 to E.K. Associates for on-demand managed information technology services. Specifically, E.K. Associates provides the following services: infrastructure planning and design, monitoring, troubleshooting and repair, maintenance, and support services. These services extend to SCAG's computers, servers, network equipment, peripherals, related system software, cloud services, and professional services related to remote and on-site monitoring. The services provided by E.K. Associates under this contract are critical to the everyday operations of SCAG business. As such, the need for continuity for projects that are currently in progress and efficiency in our everyday IT operations support, SCAG staff request to extend the term of the current contract for an additional two years. In addition to extending the term, this amendment also increases the contract value from \$4,515,839.33 to \$6,515,839.33 to cover the cost of day-to-day operations and anticipated task orders over the additional term period.*

*This amendment exceeds \$150,000 and 30% of the contract's original value. Therefore, in accordance with the Regional Council Policy Manual, it requires the Regional Council's approval.*

**BACKGROUND:**

Staff recommends executing the following contract amendment to extend the contract term for an additional two years and to increase the not to exceed contract value by \$2,000,000:





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<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amendment Amount</u>
E.K. Associates 20-035-C01 Amendment 6	The consultant will continue to provide expert scheduled and on-demand managed IT services.	\$2,000,000

**FISCAL IMPACT:**

Funding of \$600,000 is in the Fiscal Year (FY) 2024-25 Indirect Cost Program budget in Project Number 811-1163.08 and the remaining \$1,400,000 is expected to be available in future fiscal year budgets, subject to budget availability.

**ATTACHMENT(S):**

1. 20-035-C01 Contract Summary
2. 20-035-C01 Conflict of Interest Form

## CONSULTANT CONTRACT NO. 20-035-C01 AMENDMENT 6

**Consultant:** E.K. Associates

**Background & Scope of Work:** On July 29, 2020, SCAG awarded Contract 20-035-C01 to E.K. Associates for on-demand managed information technology (IT) services.

Specifically, Consultant provides the following services: infrastructure planning and design, monitoring, troubleshooting and repair, maintenance, and support services. These services extend to SCAG’s computers, servers, network equipment, peripherals, related system software, cloud services, and professional services related to remote and on-site monitoring.

The contract was structured into two parts: 1. A flat monthly fee for IT managed services as outlined above; and 2. As needed optional services not included in the flat monthly fee, billed on a time & materials basis at pre-negotiated hourly rates.

The services provided by E.K. Associates under this contract are critical to the everyday operations of SCAG business. As such, the need for continuity for projects that are currently in progress and efficiency in our everyday IT operations support, SCAG staff request to extend the term of the current contract for an additional two years.

In addition to extending the term, this amendment also increases the contract value from \$4,515,839.33 to \$6,515,839.33 to cover the cost of day-to-day operations and anticipated task orders over the additional term period.

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

- Helpdesk phone, e-mail, and onsite support;
- System patching, monitoring, and maintenance;
- System design, planning, and maintenance of SCAG IT infrastructure;
- Manage SCAG cloud infrastructure; and
- Work closely with SCAG’s CIO and Operations Manager to coordinate IT Planning, budgeting, user response, security and deployment activities.

**Strategic Plan:** This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region.

<b>Amendment Amount:</b>	Amendment 6 (extend term and increase contract value)	\$2,000,000
	Amendment 5 (administrative - no change to contract value)	\$0
	Amendment 4 (funding for Optional Work Request Form)	\$0
	Amendment 3 (funding for Optional Work Request Form)	\$1,961,340
	Amendment 2 (administrative - no change to contract value)	\$0
	Amendment 1 (administrative - no change to contract value)	\$0
	Original contract value	\$2,554,499.33
	<b>Total contract value is not to exceed</b>	<b>\$6,515,839.33</b>

This amendment exceeds \$150,000 and 30% of the contract’s original value. Therefore, in accordance with the Regional Council Policy Manual, it requires the Regional Council’s approval.

**Contract Period:** July 29, 2020 through June 30, 2027

**Project Number:** 811-1163.08  
Funding source(s): Indirect Cost Program

Funding of \$600,000 is available in the FY 2025-26 Indirect Cost Program budget, and the remaining \$1,400,000 is expected to be available in future fiscal year budgets, subject to budget availability.

**Basis for the Amendment:** This contract term extension and contract value increase are needed to continue to provide expert scheduled and on-demand managed IT services.

**Conflict Of Interest (COI) Form - Attachment  
For June 6, 2024 Regional Council Approval**

Approve Contract No. 20-035-C01 Amendment 6 to increase the not-to-exceed amount from \$4,515,839.33 to \$6,515,839.33 (an increase of \$2,000,000) with E.K. Associates to provide IT Managed Services for an additional two years.

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)?
E.K. Associates	No – form attached

Attachment: 20-035-C01 Contract Summary (Contract 20-035-C01 Amendment 6, IT Managed Services)

# TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29 DEBARMENT AND SUSPENSION CERTIFICATION

Contract No. 20-035

- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
  - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
  - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) If such persons or firms later become aware of any information contradicting the statements of paragraph (1), they will promptly provide that information to SCAG.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining proposer/bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of actions.

E.K. Technologies dba E.K. Associates  
Name of Firm

Reena V

\_\_\_\_\_  
Signature (original signature required)

5/22/2024  
Date

Attachment: 20-035-C01 Conflict of Interest Form (Contract 20-035-C01 Amendment 6, IT Managed Services)

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 20-035-C01

## SECTION I: INSTRUCTIONS

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

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

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

**Name of Firm:** E.K. TECHNOLOGIES dba E.K.ASSOCIATES  
**Name of Preparer:** Reena J Vaswani  
**Project Title:** President  
**Date Submitted:** 5/22/2024

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES       NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES       NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES       NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

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

**SECTION III: VALIDATION STATEMENT**

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

**DECLARATION**

I, (printed full name) Reena J Vaswani, hereby declare that I am the (position or title) **President of (firm name) E.K. Technologies dba E.K. Associates**, 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 May 22, 2024 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.

Reena V

5/22/2024

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

\_\_\_\_\_  
Date

**NOTICE**

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





**AGENDA ITEM 8**

**REPORT**

Southern California Association of Governments  
June 6, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** David Angel, Legislative Affairs Analyst  
(213) 630-1422, angel@scag.ca.gov

**Subject:** AB 2535 (Bonta) - TCEP Funding for Zero-Emission Freight

**RECOMMENDED ACTION:**

The Legislative/Communications and Membership Committee (LCMC) recommends an oppose position for Assembly Bill (AB) 2535 (Bonta).

**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:**

*Assembly Bill (AB) 2535 (Bonta) would require the California Transportation Commission (CTC) to establish and increase targets to program higher percentages of Trade Corridor Enhancement Program (TCEP) funds to investments in zero-emission freight infrastructure. At its May 21, 2021, meeting, members of the Legislative/Communications and Membership Committee (LCMC) received an updated report on the bill. After discussion and deliberation, the LCMC voted to forward a recommendation to the Regional Council (RC) to adopt an oppose position on AB 2535 (Bonta).*

**BACKGROUND:**

SCAG is monitoring almost 400 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. With the new Legislative Year beginning a few months ago, state bills are enduring the legislative process within policy committees and being consistently revised. Throughout this process, SCAG staff identified several legislative bills on which the Committee may wish to recommend that the agency adopt a formal position.

At the April 2024 LCMC, staff presented various bills to the committee, including AB 2535 (Bonta). At the May 21, 2021, meeting, staff brought AB 2535 back to the LCMC to provide an update and recommend that the Committee forward an “oppose” position on AB 2535 (Bonta) to the Regional Council.

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**Bill:** AB 2535    **Author:** Assemblymember Mia Bonta (D-Oakland)  
**Title:** Trade Corridor Enhancement Program  
**Status:** Held under submission in Assembly Appropriations Committee on 5/16/24.  
**Link:** [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB2535](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB2535)  
**Recommendation:** Oppose.

### Background

Assemblymember Bonta introduced AB 2535 on February 13, 2024. As originally introduced, AB 2535 would have prohibited Trade Corridor Enhancement Program (TCEP) funding for projects that expand the physical footprint of a highway in communities that are disproportionately burdened by diesel particulate matter. It would have also required applicants to complete various CEQA and NEPA requirements within six months of the California Transportation Commission (CTC) adopting the project. Additionally, AB 2535 would have required that the California Transportation Commission establish percentage targets for TCEP funds for zero-emission freight investments, with a goal of 50 percent of TCEP funding being awarded to zero-emission freight projects by 2030. Lastly, this bill would restrict the CTC to award TCEP funding only to projects that result in a net decrease of diesel particulate emissions in specified communities that experienced disproportionate burdens from diesel particulate matter in 2024 and didn't experience a 50 percent decline in absolute levels of diesel particulate matter by 2030.

Staff presented AB 2535 on April 16, 2024, for informational purposes. The bill was amended on April 22, 2024, in the Assembly Transportation Committee and subsequently passed by that committee with nine "yes" votes, four "no" votes, and two abstentions.

First, amendments eliminated the provision that would have prohibited the CTC from funding a project that expands the physical footprint of a highway in a community that experiences disproportionate burdens from diesel particulate matter (PM). Instead, AB 2535 now requires the CTC, the Department of Housing and Community Development (HCD), and the California Air Resources Board (CARB) to create guidance on providing funding to TCEP projects that expand the physical footprint of a highway in a community in the highest 10 percent of CalEnviroScreen. The amendments also modified the flat 50 percent funding target for zero-emission freight to an initial target of 15 percent, which would increase by five percent each cycle until reaching 50 percent.

The Trade Corridor Enhancement Program (TCEP) is a statewide, competitive program that was created through SB 1 (2017) and provides approximately \$300 million per year for infrastructure projects located along specified transportation corridors. TCEP projects have historically included highway improvements to accommodate the movement of freight more efficiently, environmental and community mitigation, and efforts to reduce the environmental impacts of freight movement.

AB 2535 was referred to the Appropriations Committee’s “Suspense File,” and was held under submission on May 16, 2024. While this means the bill is technically “dead,” it could continue to move before the end of the session.

Analysis

Congested highways and port routes can have disproportionate impacts on various communities throughout the SCAG region, so ensuring that future TCEP funding addresses the harmful health effects within these communities is not unreasonable. While AB 2535 has good intentions in reserving funding for zero-emission freight in disadvantaged communities, SCAG staff concludes that the bill would severely limit the region’s ability to fund transportation projects that address critical safety projects, congestion, and bottlenecks, among others, across the region. SCAG staff also underscores the importance of Caltrans’ support for highway improvements across the SCAG region to address freight and goods movement.

Furthermore, involving HCD and CARB in CTC’s TCEP programming process would create increased administrative hurdles and bureaucratic influence in TCEP funding. It is unclear what value HCD would bring in developing programming guidelines for transportation dollars, rather than the California State Transportation Agency (CalSTA) or the Department of Transportation (Caltrans).

The following chart lists SCAG-region TCEP projects from the 2022 cycle that were meant to address truck congestion, bottlenecks, safety issues, and other concerns, some of which may not have been awarded TCEP funds, had they applied in future cycles if AB 2535 passes, since a significant portion of funds could be reserved for zero-emission freight projects only.

TCEP Project	TCEP Funding (\$ in thousands)	Type
America's Green Port Gateway, Pier B Early Rail Enhancements Project - East Expansion	37,335	Rail
America's Green Port Gateway, Pier B Early Rail Enhancements Project - Locomotive	33,107	Rail
I-10: 1-15 to Pepper Avenue (Contract 2A)	75,000	HWY
I-605 Valley Boulevard Interchange Improvements	33,570	HWY
SR 91 Operational and Multimodal Improvements	42,566	HWY
I-710 Integrated Corridor Management (ICM)	27,840	HWY
SR 60 Potrero Boulevard Interchange	33,500	HWY
Maritime Support Facility Access – Terminal Island	14,936	HWY
US 395 – Phase 2 Freight Mobility and Safety Project-CON Mainline	30,000	HWY
US 395 – Phase 2 Freight Mobility and Safety Project- CON Zero Emission	5,000	HWY

48 organizations were officially in support of AB 2535, including San Gabriel Valley American Lung Association of California; Breast Cancer Prevention Partners; Calbike; California Environmental Voters; Climate Plan Coalition for a Safe and Healthy Environment; Coalition for Clean Air; Communities for a Better Environment; Environment California; Environmental Defense Fund; Natural Resources Defense Council (NRDC); Safe Routes to School National Partnership; Sierra Club California; and Streets for All.

36 organizations were officially opposed to AB 2535, including the American Council of Engineering Companies; Building Owners and Managers Association of California; California Chamber of Commerce; California State Association of Counties; Coachella Valley Association of Governments; League of California Cities; Los Angeles Area Chamber of Commerce; Riverside County Transportation Commission; San Gabriel Valley Economic Partnership; Southern California Contractors Association; Southern California Leadership Council; and Transportation California.

#### Recommendation

Recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California, SCAG's adopted legislative platform supports increased funding to the Trade Corridors Enhancement Program (TCEP) to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation. AB 2535 would reduce available funding for all non-zero-emission freight-related projects, even if those projects are less efficient and less critical to the region's freight and goods movement system.

In addition, SCAG's adopted legislative platform supports protecting all existing and new transportation funding sources from any new conditions on the distributions of funds that reprioritize transportation projects.

For these reasons, staff recommended that the LCMC forward an OPPOSE position on AB 2535 to the Executive/Administration Committee and Regional Council.

#### **Prior Committee Action**

At the LCMC meeting on May 21, 2024, staff presented AB 2535 to the Committee with a recommendation to "oppose."

After providing brief remarks on AB 2535, the LCMC voted unanimously to forward an "oppose" position on AB 2535 to the Regional Council.

#### **FISCAL IMPACT:**

Work associated with the staff report on AB 2535 (Bonta) - TCEP Funding for Zero-Emission Freight is contained in the Indirect Cost budget, Legislation 810-0120.10.



**AGENDA ITEM 9**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Rongsheng Luo, Planning Supervisor  
(213) 236-1994, luo@scag.ca.gov

**Subject:** Transmittal to South Coast Air Quality Management District of Final 2024  
PM2.5 State Implementation Plan Appendix IV-C Regional Transportation  
Plan/Sustainable Communities Strategy and Transportation Control  
Measures

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council (RC) approve transmittal to the South Coast Air Quality Management District of the Final 2024 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures.

**RECOMMENDED ACTION FOR RC:**

Approve transmittal to the South Coast Air Quality Management District of the Final 2024 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The South Coast Air Quality Management District (AQMD) is developing an air quality state implantation plan (SIP) to address the 2012 National Ambient Air Quality Standard for fine particulate matter (PM<sub>2.5</sub>) in the South Coast Air Basin. Pursuant to the California Health and Safety Code, staff prepared a portion of the air plan relating to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and transportation control measures (TCMs), which is commonly known as "Appendix IV-C" of the air plan. As authorized by the RC in October 2023, the Draft Appendix IV-C was subsequently transmitted to the South Coast AQMD for inclusion in the Draft PM2.5 SIP for public review. The public comment period has concluded, and no public comments were received on the Draft Appendix IV-C. Except for staff initiated minor technical revisions, no other changes have been made in the Final Appendix IV-C. Track-changed and clean versions of the Executive Summary of the Final Appendix IV-C are included as attachments to this staff report. Because the public comment period ended after the May 2024 RC*

***and Policy Committees meetings and the South Coast AQMD Governing Board needs to consider approval of the PM<sub>2.5</sub> SIP at its next meeting on June 7, 2024, staff is seeking authorization of the EEC and the RC on the same day, June 6, 2024, to transmit the Final Appendix IV-C to the South Coast AQMD for inclusion in the Final 2024 PM<sub>2.5</sub> SIP for approval.***

**BACKGROUND:**

Submitted to the U.S. Environmental Protection Agency (EPA) in April 2017, the South Coast AQMD's 2016 Air Quality Management Plan (AQMP) included a PM<sub>2.5</sub> SIP to address the 2012 PM<sub>2.5</sub> National Ambient Air Quality Standard. However, due to significant concerns raised by the EPA regarding the PM<sub>2.5</sub> SIP in response to a lawsuit filed against the EPA in January 2023, the South Coast AQMD withdrew the PM<sub>2.5</sub> SIP to prevent EPA disapproval and initiated the development of a new PM<sub>2.5</sub> SIP. As a result, the South Coast AQMD has been determined to have failed to submit the required SIP to implement the 2012 PM<sub>2.5</sub> standard by the EPA, effective June 26, 2023. In addition, the new PM<sub>2.5</sub> SIP must be submitted to and deemed complete by the EPA by December 26, 2024 to avoid imposition of the stationary sanction and by June 26, 2025 to avoid imposition of the highway sanction in the South Coast Air Basin.

The new 2024 PM<sub>2.5</sub> SIP is being jointly prepared by three responsible agencies: the South Coast AQMD, the lead agency, the California Air Resources Board (ARB), and SCAG. SCAG's role in the PM<sub>2.5</sub> SIP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to the ARB for use in developing on-road emissions. Because there have been no significant changes to the socio-economic growth forecast and the travel activity projections since the South Coast AQMD's 2022 AQMP, the PM<sub>2.5</sub> SIP will use the same socio-economic growth forecast and travel activity projection data that SCAG previously provided for the 2022 AQMP.

In addition to the technical data, SCAG is also responsible for writing a portion of the PM<sub>2.5</sub> SIP on the region's RTP/SCS and TCMs as they relate to air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal (2020 RTP/SCS); an updated list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and, pursuant to Clean Air Act requirements, an analysis of the best available and the most stringent TCMs. SCAG staff had prepared the Draft Appendix IV-C and, as authorized by the EEC and the RC, subsequently transmitted it to the South Coast AQMD for inclusion in the Draft 2024 PM<sub>2.5</sub> SIP for public review. The public comment period concluded on May 7, 2024, but no public comments were received on the Draft Appendix IV-C. For the Final Appendix IV-C, staff initiated and made minor technical revisions to update the estimated emission reduction benefits. No other changes have been made. Track-changed and clean version of the Executive Summary of the Final Appendix IV-C are included as attachments to this staff report.



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Upon approval by the EEC and the Regional Council, the Final Appendix IV-C will be transmitted to South Coast AQMD for inclusion into the Final 2024 PM<sub>2.5</sub> SIP.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2023-24 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

**ATTACHMENT(S):**

1. Executive Summary of Final 2024 South Coast 2012 PM<sub>2.5</sub> SIP Appendix IV-C clean version
2. Executive Summary of Final 2024 South Coast 2012 PM<sub>2.5</sub> SIP Appendix IV-C track version

# **Final 2024 PM<sub>2.5</sub> State Implementation Plan Appendix IV-C**

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



## SCAG MISSION STATEMENT

*Under the guidance of the Regional Council and in collaboration with our partners, our mission is to foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

# SCAG REGIONAL COUNCIL

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### Tribal Government Representative

Hon. Andrew Masiel, Sr.

### Business Representative

Ms. Lucy Dunn

# Executive Summary

This Appendix IV-C (Appendix or Appendix IV-C throughout) describes the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs) to address the 2012 annual PM<sub>2.5</sub> standards in the South Coast Air Basin as part of South Coast Air Quality Management District's (South Coast AQMD) Draft 2024 PM<sub>2.5</sub> State Implementation Plan (SIP). This Appendix IV-C is based on SCAG's Final 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS, also known as Connect SoCal) and 2023 Federal Transportation Improvement Program (FTIP), as amended. The RTP/SCS and FTIP were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions (CTCs) in the South Coast Air Basin, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino County Transportation Authority, were actively involved in the development of the regional transportation measures of this Appendix.

This Appendix consists of the following three Sections.

## Section I. Introduction

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

As the Metropolitan Planning Organization (MPO) for the six county region comprising SCAG's jurisdiction, SCAG is obligated to develop an RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and enhance transportation investments. The RTP/SCS is required by federal laws to demonstrate transportation conformity and also to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB) pursuant to SB 375. Pursuant to the California Health and Safety Code, the RTP/SCS constitutes the Regional Transportation Plan/Sustainable Communities and Transportation Control Measures of the South Coast AQMD's AQMPs/SIPs.

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

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

The SCAG region faces many critical challenges including demographics, transportation system preservation, transportation funding, goods movement, housing, air quality, climate change, and public health. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, SCAG's governing board, the Connect SoCal was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of more than three years of work involving dozens of public agencies, 197 local jurisdictions in the SCAG region, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Connect SoCal was adopted by SCAG's governing board, the Regional Council, on May 7, 2020 for transportation conformity purposes only and on September 3, 2020 for all purposes.

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

### Core Vision

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

### Key Connections

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

### Transportation Strategies

- Preserve and Optimize Our Current System
  - Congestion Management
  - Congestion Pricing
  - Transportation Demand Management (TDM)
  - Transportation System Management (TSM)

- Completing Our Transportation System
  - Transit
  - Passenger Rail
  - Active Transportation
  - Transportation Safety
  - Highway and Arterial Network
  - Regional Express Lane Network
  - Goods Movement
  - Aviation
  - Technological Innovations and Emerging Technology

### Sustainable Communities Strategy

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

### Transportation Control Measures (TCMs)

Connect SoCal includes, as a subset of transportation strategies, SIP-committed transportation programs and projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality, better known as Transportation Control Measures or “TCMs.” In the South Coast Air Basin, TCMs include the following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the 2023 FTIP:

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

Attachment A of Appendix IV-C is a list of transportation control measure projects that are from SCAG’s 2023 FTIP and specifically identified and committed to in the 2024 PM<sub>2.5</sub> SIP. Per the federal Clean Air Act (CAA), these committed TCMs are required to receive funding priority and be implemented in a timely manner. In the event that a committed TCM cannot be delivered or will be significantly delayed, there must be a substitution for the TCM. It is important to note that as the SCAG’s FTIP is updated every two years, new committed TCMs are automatically added to the applicable SIP from the previous FTIP.

### Plan Emissions Reduction Benefits

If the future vehicle fleet mix and emission factors are held constant as those in the Connect SoCal base year 2016, Connect SoCal is estimated to yield a reduction in NO<sub>x</sub> emissions by about 2.0 tons per day (tpd) in 2025, 5.1 tpd in 2035, and 6.9 tpd in 2045 compared with their respective Baselines without Connect SoCal. However, if accounting for mandated future improvement in vehicle fleet mix and emission factors, the estimated NO<sub>x</sub> emission reduction from Connect SoCal is reduced by 65 to 94 percent, because the vehicles as a whole are becoming much cleaner and reduction of every vehicle mile traveled from Connect SoCal yields less reduction in NO<sub>x</sub> emissions.

## Plan Investment

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

## Cost-Benefit Analysis

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

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

## Section III. TCM Best Available Control Measure (BACM) and Most Stringent Measure (MSM) Analysis

The South Coast Air Basin has been reclassified as a Serious nonattainment area under the 2012 PM<sub>2.5</sub> NAAQS effective December 9, 2020. In addition, the South Coast AQMD's 2016 AQMP included a 2012 PM<sub>2.5</sub> Serious Area SIP that demonstrated attainment by 2025. However, due to significant concerns raised by the US EPA regarding the PM<sub>2.5</sub> SIP in response to a lawsuit filed against EPA for failure to act on the SIP, the South Coast AQMD withdrew the SIP to prevent EPA disapproval and initiated the development of a new SIP. Further, the new SIP needs and will include a request to extend the attainment date to 2030 consistent with CAA Section 188(e) to allow more time for implementation. As a result, the South Coast Air Basin is required to implement BACMs and MSMs including TCMs for the control of direct PM<sub>2.5</sub> and PM<sub>2.5</sub> precursors from on-road mobile sources. This section serves as the TCM BACM and MSM component for the South Coast 2012 PM<sub>2.5</sub> standard SIP.

Following the applicable U.S. EPA guidance and updating the previous TCM BACM analysis in the South Coast AQMD's 2016 AQMP that has received EPA approval, the TCM BACM and MSM analysis consists of a review of the on-going implementation of TCMs in the South Coast Air Basin, a review of TCM measures implemented in other Moderate and Serious PM<sub>2.5</sub> nonattainment areas as well as Serious PM<sub>10</sub> nonattainment areas throughout the country, and a review of TCMs not implemented in the SCAG region. The analysis demonstrates that the TCM projects being implemented in the South Coast Air Basin are both the best available and the most stringent TCMs.

~~Draft~~ Final 2024 PM<sub>2.5</sub> State Implementation  
Plan Appendix IV-C

Regional Transportation Plan/Sustainable Communities  
Strategy and Transportation Control Measures

November 30, 2023

## SCAG MISSION STATEMENT

*Under the guidance of the Regional Council and in collaboration with our partners, our mission is to foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*



# SCAG REGIONAL COUNCIL

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### Business Representative

Ms. Lucy Dunn

# Executive Summary

This Appendix IV-C (Appendix or Appendix IV-C throughout) describes the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs) to address the 2012 annual PM<sub>2.5</sub> standards in the South Coast Air Basin as part of South Coast Air Quality Management District's (South Coast AQMD) Draft 2024 PM<sub>2.5</sub> State Implementation Plan (SIP). This Appendix IV-C is based on SCAG's Final 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS, also known as Connect SoCal) and 2023 Federal Transportation Improvement Program (FTIP), as amended. The RTP/SCS and FTIP were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions (CTCs) in the South Coast Air Basin, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino County Transportation Authority, were actively involved in the development of the regional transportation measures of this Appendix.

This Appendix consists of the following three Sections.

## Section I. Introduction

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

As the Metropolitan Planning Organization (MPO) for the six county region comprising SCAG's jurisdiction, SCAG is obligated to develop an RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and enhance transportation investments. The RTP/SCS is required by federal laws to demonstrate transportation conformity and also to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB) pursuant to SB 375. Pursuant to the California Health and Safety Code, the RTP/SCS constitutes the Regional Transportation Plan/Sustainable Communities and Transportation Control Measures of the South Coast AQMD's AQMPs/SIPs.

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

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

The SCAG region faces many critical challenges including demographics, transportation system preservation, transportation funding, goods movement, housing, air quality, climate change, and public health. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, SCAG's governing board, the Connect SoCal was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of more than three years of work involving dozens of public agencies, 197 local jurisdictions in the SCAG region, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Connect SoCal was adopted by SCAG's governing board, the Regional Council, on May 7, 2020 for transportation conformity purposes only and on September 3, 2020 for all purposes.

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

### **Core Vision**

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

### **Key Connections**

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

### **Transportation Strategies**

- Preserve and Optimize Our Current System
  - Congestion Management
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  - Transportation Demand Management (TDM)
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- Completing Our Transportation System
  - Transit
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  - Highway and Arterial Network
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  - Aviation
  - Technological Innovations and Emerging Technology

### Sustainable Communities Strategy

- Focus Growth Near Destinations & Mobility Options
- Promote Diverse Housing Choices
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Connect SoCal includes, as a subset of transportation strategies, SIP-committed transportation programs and projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality, better known as Transportation Control Measures or “TCMs.” In the South Coast Air Basin, TCMs include the following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the 2023 FTIP:

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### Plan Emissions Reduction Benefits

If the future vehicle fleet mix and emission factors are held constant as those in the Connect SoCal base year 2016, Connect SoCal is estimated to yield a reduction in NOx emissions by about 1-52.0 tons per day (tpd) in 2025, 45.1 tpd in 2035, and 6.98 tpd in 2045 compared with their respective Baselines without Connect SoCal. However, if accounting for mandated future improvement in vehicle fleet mix and emission factors, the estimated NOx emission reduction from Connect SoCal is reduced by 659 to 73-94 percent, because the vehicles as a whole are becoming much cleaner and reduction of every vehicle mile traveled from Connect SoCal yields less reduction in NOx emissions.

## Plan Investment

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

## Cost-Benefit Analysis

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

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

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The South Coast Air Basin has been reclassified as a Serious nonattainment area under the 2012 PM<sub>2.5</sub> NAAQS effective December 9, 2020. In addition, the South Coast AQMD's 2016 AQMP included a 2012 PM<sub>2.5</sub> Serious Area SIP that demonstrated attainment by 2025. However, due to significant concerns raised by the US EPA regarding the PM<sub>2.5</sub> SIP in response to a lawsuit filed against EPA for failure to act on the SIP, the South Coast AQMD withdrew the SIP to prevent EPA disapproval and initiated the development of a new SIP. Further, the new SIP needs and will include a request to extend the attainment date to 2030 consistent with CAA Section 188(e) to allow more time for implementation. As a result, the South Coast Air Basin is required to implement BACMs and MSMs including TCMs for the control of direct PM<sub>2.5</sub> and PM<sub>2.5</sub> precursors from on-road mobile sources. This section serves as the TCM BACM and MSM component for the South Coast 2012 PM<sub>2.5</sub> standard SIP.

Following the applicable U.S. EPA guidance and updating the previous TCM BACM analysis in the South Coast AQMD's 2016 AQMP that has received EPA approval, the TCM BACM and MSM analysis consists of a review of the on-going implementation of TCMs in the South Coast Air Basin, a review of TCM measures implemented in other Moderate and Serious PM<sub>2.5</sub> nonattainment areas as well as Serious PM<sub>10</sub> nonattainment areas throughout the country, and a review of TCMs not implemented in the SCAG region. The analysis demonstrates that the TCM projects being implemented in the South Coast Air Basin are both the best available and the most stringent TCMs.



**AGENDA ITEM 10**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Agustin Barajas, Senior Regional Planner  
(213) 236-1846, barajas@scag.ca.gov

**Subject:** Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 - Release for  
Public Review and Comment

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for Public Review and Comment.

**RECOMMENDED ACTION FOR RC:**

Authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for Public Review and Comment.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the associated transportation conformity analyses, in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.*

*SCAG, in cooperation with its stakeholders, has developed the draft 2025 FTIP. Additionally, SCAG staff has developed the draft Amendment 1 to Connect SoCal 2024, which serves as a concurrent amendment with the 2025 FTIP. Given the absence of Transportation Committee (TC) and Regional Council (RC) meetings in July 2024, SCAG staff seeks the TC's recommendation for the RC to authorize the SCAG Executive Director to release both drafts in mid-July for a 30-day comment period. Today, the Energy & Environment Committee (EEC) will also review a recommendation for the RC to authorize the SCAG Executive Director to release the draft transportation conformity analyses accompanying the draft 2025 FTIP and draft Connect SoCal Amendment 1. Pending approval by the EEC, TC, and RC at their respective meetings, the drafts will undergo a 30-day public review starting July 12, 2024. After considering public comments, the TC will be asked to*

***recommend RC approval of the proposed final 2025 FTIP and Connect SoCal 2024 Amendment 1 in September 2024. The EEC will similarly be asked for approval of the final transportation conformity analyses. In October 2024, SCAG staff will seek adoption of the proposed final 2025 FTIP and Connect SoCal 2024 Amendment 1, along with the associated transportation conformity analyses, from RC.***

**BACKGROUND:**

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with Caltrans, the CTCs, and public transit operators. Both the FTIP and RTP/SCS are generally developed through a “bottom-up” approach.

Over the past several months, SCAG staff worked in consultation and continuous communication with the CTCs throughout the region to develop the draft 2025 FTIP. The draft 2025 FTIP is a programming document totaling \$38.8 billion in programming and containing 1,128 projects covering a six (6) year period. The draft 2025 FTIP includes 25 projects for Imperial County programmed at \$39.5 million; 670 projects for Los Angeles County programmed at \$22.2 billion; 66 projects for Orange County programmed at \$1.6 billion; 135 projects for Riverside County programmed at \$8.1 billion; 132 projects for San Bernardino County programmed at \$5.4 billion; and 99 projects for Ventura County programmed at \$1.3 billion.

The 2012 federal transportation authorization legislation, “Moving Ahead for Progress in the 21st Century” (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of federal transportation funds. The Fixing America’s Surface Transportation (FAST) Act, and the most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), continue to carry forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving these seven national goals, MAP-21 also required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop a corresponding set of performance measures and performance targets. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

In July 2020, SCAG’s RC adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. As a precursor to addressing equity in FTIP programming, some fund sources, such as Senate Bill 1 (SB 1, Beall, Chapter 5, Statutes of 2017), Carbon Reduction Program (CRP) funded programs, have included equity-related



requirements, and continue to integrate more substantive equity criteria to award funding. The 2025 FTIP includes more advanced database analytics combined with spatial analysis that evaluate investments across the region and are focused in under resourced or underserved areas. SCAG has initiated an FTIP mapping tool through the updated e-FTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes SCAG staff make to the FTIP process involving equity will continue to be done in collaboration with the CTCs.

Concurrent with the draft 2025 FTIP, staff has also developed the draft Amendment 1 to Connect SoCal 2024. Connect SoCal 2024 Amendment 1 serves as a consistency amendment to the 2025 FTIP and allows for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the FTIP that will be carried forward as part of the 2025 FTIP. In summary, Amendment 1 consists of 348 project modifications. Of these, 14 projects have been deleted and 20 new projects have been added. Despite project modification, deletions, additions, the Connect SoCal 2024 with Amendment 1 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

The projects contained within the draft 2025 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of performance measure targets. These targets will be achieved through the implementation of investment priorities, which is achieved through the programming of transportation projects in the 2025 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Of the 1,128 projects in the draft 2025 FTIP, 27 projects are new projects. All projects in the draft 2025 FTIP satisfy all five transportation conformity requirements (which are discussed below) including financial constraint.

The Connect SoCal 2024 Amendment 1 and FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted 2024 RTP/SCS (For FTIP only) (23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis (40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
3. Timely Implementation of Transportation Control Measures (TCMs) (40 CFR, Section 93.113)
4. Financial Constraint (40 CFR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Upon approval from the RC to authorize the SCAG Executive Director to release both drafts, the draft 2025 FTIP and draft Amendment 1 to Connect SoCal 2024 will be available for public review



and comment for a thirty (30) day public review and comment period beginning on July 12, 2024, and ending on August 12, 2024, at 5:00 p.m. SCAG will hold two telephonic/videoconference public hearings on July 23, 2024, and on July 30, 2024. The draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 will be posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. A link to the draft documents will be shared to stakeholders in the region in mid-July 2024.

At its meeting today, the Energy and Environment Committee (EEC) is considering recommended approval to the RC on the same day to authorize the Executive Director to release the associated draft transportation conformity analyses for the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for the same 30-day public review and comment period.

After the public review and comment period, SCAG staff will address all comments in the proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1, along with the accompanying transportation conformity analyses, by September 2024. This timing will allow the TC and the EEC to recommend RC adoption in September, followed by RC's adoption in October 2024.<sup>1</sup> Federal approval of the 2025 FTIP and Connect SoCal 2024 Amendment 1 is expected to occur in December 2024. Once approved by the federal agencies, the 2025 FTIP and Connect SoCal 2024 Amendment 1 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2023-2024 and 2024-2025 Overall Work Program (010.0170.01: RTP Amendments, Management, and Coordination and 030.0146.02: Federal Transportation Improvement Program).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Draft 2025 FTIP and A1

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<sup>1</sup> SCAG staff is performing an environmental evaluation of Connect SoCal 2024 Amendment 1 pursuant to the requirements of the California Environmental Quality Act (CEQA) to determine the appropriate CEQA document which will be presented to SCAG's Energy and Environment Committee and RC for review and consideration prior to RC's adoption of Connect SoCal Amendment 1.

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# Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1

June 6, 2024

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

Attachment: PowerPoint Presentation - Draft 2025 FTIP and A1 (Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 - Release for

Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1

## Purpose and Agenda Overview

### Purpose

Recommended TC Action:

Recommend that the RC authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for Public Review and Comment

Recommended RC Action:

Authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for Public Review and Comment

### Agenda Overview

- FTIP\*
- Plan Amendments\*
- Draft Highlights
- Next Steps

\* Cliff Notes Version

FTIP: Federal Transportation Improvement Program

## **What is the FTIP?**

- List of regionwide transportation investments that are federally funded, require a federal action, and/or regionally significant from a transportation conformity perspective
- Prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) every two years
- Follows a predominately bottom-up approach and includes a multimodal investments programmed with various federal, state, and local fund sources proposed over a six-year period

## **What is the FTIP? (continued)**

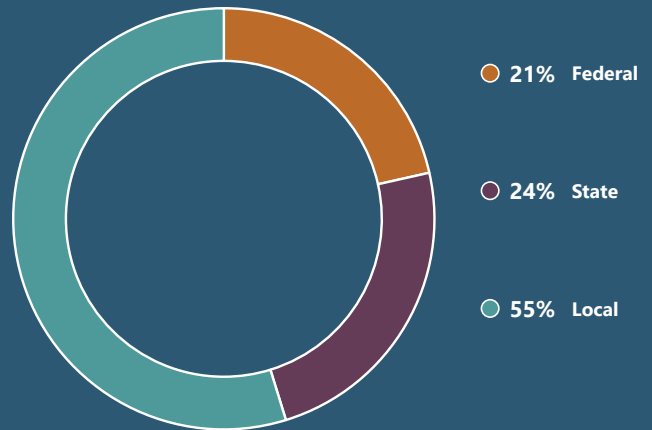
- A key means of implementing Connect SoCal (RTP/SCS) and regional priorities, particularly capital projects
- A dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes

## 2025 FTIP Funding Sources

Summary of 2025 FTIP by Funding Source  
(in \$000's)

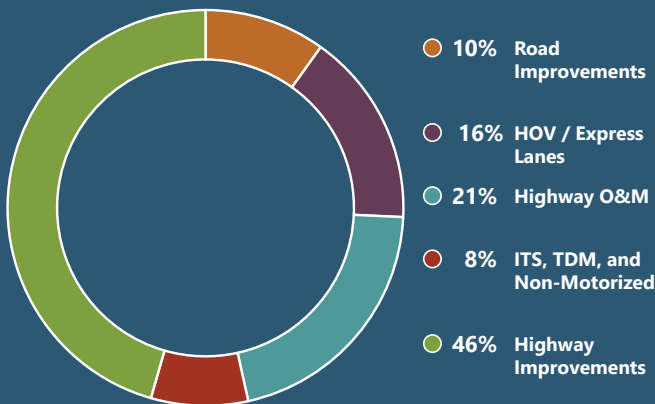
Federal Fiscal Year	Federal	State	Local
FFY 24-25	\$3,015,638	\$3,407,994	\$6,106,501
FFY 26-26	\$2,055,832	\$2,634,464	\$4,569,947
FFY 26-27	\$1,303,906	\$1,600,715	\$4,734,554
FFY 27-28	\$898,971	\$1,061,991	\$4,568,253
FFY 28-29	\$535,556	\$412,567	\$634,552
FFY 29-30	\$535,498	\$103,949	\$651,913
<b>Totals</b>	<b>\$8,345,401</b>	<b>\$9,221,680</b>	<b>\$21,265,720</b>

Summary of 2025 FTIP by Funding Source

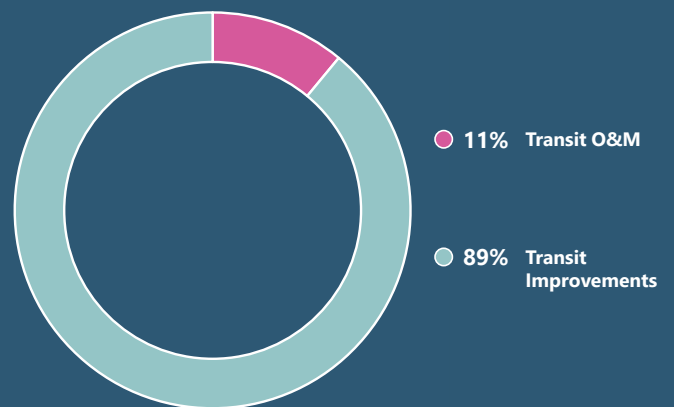


## 2025 FTIP Investment Categories

Highway/Road Investment: \$22.9 billion



Transit Investment: \$16.0 billion



Approximately **1,128** projects across the region, representing an investment of **\$38.8** billion over a six-year period

## Equity and the 2025 FTIP

- In July 2020, SCAG's RC adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California
- The 2025 FTIP includes more advanced database analytics combined with spatial analysis that evaluate investments across the region and are focused in under resourced or underserved areas
  - FTIP mapping captures the location and extent of all projects
  - SCAG will encourage CTCs to use these resources in selecting and prioritizing projects for inclusion in their County TIPs, which are ultimately incorporated into the FTIP

## Transportation Conformity and the 2025 FTIP

The 2025 FTIP meets the five tests for transportation conformity

- 1. Consistent with Adopted 2024 RTP/SCS**  
The FTIP is consistent with the Connect SoCal 2024
- 2. Regional Emissions Analysis**  
Updates the regional emissions analysis for Connect SoCal 2024. Projects in the 2025 FTIP meet the applicable emissions budget tests for all milestones, attainment, and planning horizon years set forth in the State Implementation Plan (SIP)
- 3. Timely Implementations of Transportation Control Measures (TCMs)**  
The FTIP includes TCM projects listed in the applicable SIPs and meets this test  
TCMs reduce criteria pollutants emissions from on-road transportation sources by reducing vehicle use or congestion conditions
- 4. Financial Constraint**  
The 2025 FTIP complies with federal financial constraint requirement
- 5. Public Participation/Interagency Consultation**  
The FTIP was presented to the Transportation Conformity Working Group (TCWG) throughout its development  
The FTIP will be released for a 30-day public review period  
SCAG will hold two public hearings on July 23 and July 30, 2024

## Need for Plan Amendments

- To reflect significant changes to the projects contained in the Connect SoCal 2024
  - Project additions or deletions or a major change in project scope, cost, and schedule
- To maintain eligibility for state and federal funding
- To move forward with project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS

## Project Modification Summary

Connect SoCal 2024 Amendment 1 consists of 348 project modifications

Sample projects with modifications:

- Operation and Capital Assistance for Transit System (Imperial County)
- Purple Line Westside Subway Extension Section 1 (Los Angeles County)
- SR 57 Interchange Improvement (Orange County)
- SR 79 South Overpass Reconstruction (Riverside County)
- US 395 Freight Mobility and Safety Project, Phase 3 (San Bernardino County)
- Bus Purchase for Transit Line Expansion (Ventura County)

## Connect SoCal 2024 Amendment 1 Assessment

Based on analysis of project modifications, SCAG staff concludes:

- Draft Amendment 1 does not adversely impact the financial constraint of the Connect SoCal 2024 and the Plan remains financially constrained
- Draft Amendment 1 passes all five tests of transportation conformity
- With the Draft Amendment 1, Connect SoCal 2024 remains compliant with SB 375

## Next Steps

July 12, 2024	Release draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for 30-day public review and comment
July 23 & July 30, 2024	Public Hearings
August 12, 2024	Close of public review and comment period
September 2024	SCAG staff seeks approval of proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1 from TC
October 2024	SCAG staff seeks approval of proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1 from RC
December 2024	Federal approval of the final transportation conformity determination



# THANK YOU!

For more information, please visit:

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





**AGENDA ITEM 11**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

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**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

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

**Subject:** Release of Draft Transportation Conformity Analyses of Draft 2025  
Federal Transportation Improvement Program (FTIP) and Draft Connect  
SoCal 2024 Amendment 1

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

*Kome Ajise*

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for public review and comment.

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File.

**RECOMMENDED ACTION FOR RC:**

Authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for public review and comment.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the associated transportation conformity analyses, in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.*

*SCAG, in cooperation with its stakeholders, has developed the draft 2025 FTIP and draft Amendment 1 to Connect SoCal 2024, including the associated draft transportation conformity analyses. The draft transportation conformity analyses update the final transportation conformity analysis for Connect SoCal 2024 that the Regional Council (RC) approved unanimously at its*

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*meeting on April 4, 2024. On May 10, 2024, SCAG received the final transportation conformity determination from Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) and met the federal transportation conformity requirements as required under the federal Clean Air Act and U.S. Environmental Protection Agency (EPA) Transportation Conformity Regulations.*

*The draft transportation conformity analyses are under development and are anticipated to demonstrate that the draft 2025 FTIP and Connect SoCal 2024 Amendment 1 meet all federal transportation conformity requirements. Since there will be no EEC and RC meetings in July 2024, staff is seeking the EEC's recommendation that the RC authorize SCAG Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1. Pending authorization by the EEC, the Transportation Committee (TC), and the RC at their respective meetings today, the draft 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated draft transportation conformity analyses will be released for a 30-day public review and comment period beginning on July 11, 2024. Upon completion of the public review and comments, the proposed response to comments will be presented to the TC and the TC will be asked to recommend that the RC approve the proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1 in September 2024. The EEC will consider the associated proposed final transportation conformity analyses and the EEC will be asked to recommend that the RC approve the associated proposed final transportation conformity analyses in September 2024. The RC is scheduled to consider adoption of the 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity analyses in October 2024.*

#### **BACKGROUND:**

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the CTCs, and public transit operators.

As the MPO for Southern California, SCAG is mandated to comply with federal and state transportation and air quality planning regulations. Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various criteria air pollutants.

#### **I. Introduction to Transportation Conformity**

Transportation conformity is required by the federal CAA to ensure that regional transportation plans, programs, and projects are consistent with or “conform” to an air quality state

implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, conformity for the purpose of the SIP means that federally supported transportation plans, programs, and projects are required to not create new violation of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable federal air quality standards.

The transportation conformity regulations apply nationwide to areas that are designated nonattainment, and those redesignated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria air pollutants. The RTP and the FTIP are subject to transportation conformity requirements for three criteria air pollutants: carbon monoxide, ozone, and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) in all nonattainment and maintenance areas within the SCAG region.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. EPA's transportation conformity regulations, the FTIP, the RTP, and their amendments are required to pass five transportation conformity tests: (1) consistency with the adopted Connect SoCal 2024; (2) regional emissions analysis; (3) timely implementation of transportation control measures (TCMs); (4) financial constraint; and (5) interagency consultation and public involvement. Specifically,

1. Consistency with the adopted RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the adopted RTP.
2. Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets/caps in the applicable SIPs. Where there are no applicable budgets, the build scenario's emission must not exceed the no-build scenario's emissions and/or the build scenario's emission must not exceed the base year emissions.
3. Timely implementation of TCMs: The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.
4. Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.
5. Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) serves as the forum for interagency consultation. The RTP and FTIP amendment(s) also must go through an extensive and on-going public outreach effort throughout the RTP and FTIP amendment(s) development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

Many public agencies are involved in the transportation conformity process. At the federal level, U.S. EPA is responsible for the NAAQS, conformity regulations, adequacy finding or approval of motor vehicle emission budgets, and SIP approval. U.S. EPA concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. FHWA/FTA is responsible for approving the final conformity determination in consultation with U.S. EPA.

At the state level, the California Air Resources Board (CARB) is responsible for developing the emission model (EMFAC, short for Emission FACTor), setting motor vehicle emission budgets, and submitting the SIP to U.S. EPA. CARB concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis, and the Regional Council adopts the initial conformity determination. SCAG staff also prepares final TCM substitution report in collaboration with project lead CTCs. TCM substitution also requires adoption by SCAG Regional Council. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six CTCs in the SCAG region, and the CTCs submit transportation projects for the RTP and FTIP and their amendments. Five of the six CTCs are also responsible for preparing initial needed TCM substitution analysis.

## **II. Draft Transportation Conformity Analyses for the Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1**

In consultation and continuous communication with the CTCs throughout the region, staff has been developing the draft 2025 FTIP. The draft 2025 FTIP is a programming document containing new transportation projects and modification to existing transportation projects covering a six-year period. Concurrent with the draft 2025 FTIP, staff has also been developing the draft Connect SoCal 2024 Amendment 1, which serves as a consistency amendment to the 2025 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2025 FTIP.

Staff is performing the federally required transportation analyses. The draft transportation conformity analyses for the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 are anticipated to demonstrate positive transportation conformity by meeting all five required transportation conformity tests. In addition, they update the final transportation conformity analysis that the Regional Council adopted as part of Connect SoCal 2024 on April 4, 2024 and the FHWA/FTA subsequently reviewed, in consultation with U.S. EPA, and approved on May 10, 2024.

### III. Next Steps

At its meeting today, the TC is considering recommended approval to the RC to authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for a 30-day public review and comment period beginning on July 12, 2024. On a separate but parallel track, staff is seeking EEC's recommendation that the RC on the same day today also authorize the Executive Director to release the associated draft transportation conformity analyses as part of the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for the same 30-day day public review and comment period on July 12, 2024.

Upon completion of the public review and comment period, SCAG staff will provide responses to all comments on the proposed final 2025 FTIP and the proposed final Amendment 1 to Connect SoCal 2024, including the associated transportation conformity analyses in time (anticipated for September 2024) for the TC and the EEC to recommend RC adoption and then RC's adoption in October 2024. Federal approval of the 2025 FTIP and Connect SoCal 2024 Amendment 1 is expected to occur in December 2024. Once approved by the federal agencies, the 2025 FTIP and Connect SoCal 2024 Amendment 1 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

#### **FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2023-24 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).



**AGENDA ITEM 12**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Rachel Om, Senior Regional Planner  
213-630-1550, om@scag.ca.gov

**Subject:** 2024 SCP Active Transportation & Safety Guidelines and Call for Projects

**RECOMMENDED ACTION FOR TC:**

Recommend Regional Council approve the Connect SoCal 2024 Sustainable Communities Program (SCP) Active Transportation & Safety Guidelines and authorize staff to release the SCP Active Transportation & Safety Call for Applications.

**RECOMMENDED ACTION FOR RC:**

Approve the Connect SoCal 2024 Sustainable Communities Program (SCP) Active Transportation & Safety Guidelines and authorize staff to release the SCP Active Transportation & Safety Call for Applications.

**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:**

Following the adoption of Connect SoCal every four years, SCAG develops calls for applications through the Sustainable Communities Program (SCP) to provide local technical assistance in support of Connect SoCal implementation. SCAG develops funding categories that align with the goals and policies of Connect SoCal to support implementation of shared regional planning goals and meet the needs of local communities. The SCP strengthens partnerships with local agencies responsible for land use and transportation decisions, offering resources to meet the diverse planning needs of local communities while supporting regional planning policies and strategies outlined in Connect SoCal.

Following the Regional Council's adoption of Connect SoCal 2024, SCAG developed a call for applications for the SCP focused on Active Transportation and Safety to fund the development of active transportation-related plans and the implementation of quick-build projects. The 2024 SCP Active Transportation and Safety call for applications is estimated to include \$10.4 million, funded by Active Transportation Program (ATP) Cycle 7 regional funds and a Safe Streets and Roads for All

federal grant. The available funding may be updated given the governor's proposed budget cuts to the ATP.

The 2024 SCP Active Transportation and Safety guidelines were developed in partnership with the six county transportation commissions, and draft guidelines were shared on the program website with an open comment period from April 8 to April 26, 2024. SCAG will release the call for Active Transportation and Safety applications pending approval from the Regional Council (specific date TBD), with online applications anticipated to be due to SCAG this fall. SCAG staff will hold at least two workshops and office hours during the application period. Approval of application rankings are anticipated to be sought from the Regional Council in April 2025.

**BACKGROUND:**

Sustainable Communities Program Overview

SCAG's Sustainable Communities Program (SCP) provides technical assistance and resources to local jurisdictions that support local planning and implementation of Connect SoCal. The SCP strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions to help the region achieve its unified goals.

The SCP aims to:

- Provide needed resources for local jurisdictions to advance the goals outlined in Connect SoCal 2024 in the areas of mobility, communities, environment, and economy.
- Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.
- Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.
- Increase the region's competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

Since 2016, SCAG has provided technical assistance to 57 local agencies and has funded 110 projects, totaling over \$21.6 million.

### 2024 SCP Active Transportation and Safety

Following the Regional Council's adoption of Connect SoCal 2024, staff developed guidelines for projects in the Active Transportation and Safety component of the SCP, which supports the Connect SoCal 2024 mobility goal to build and maintain an integrated multimodal transportation network. The available funding for the 2024 SCP Active Transportation and Safety call for applications is estimated to be \$10.4 million, comprising ATP Cycle 7 regional funds and a Safe Streets and Roads for All federal grant. The available funding may be updated given the governor's proposed budget cuts to the ATP.

The 2024 SCP Active Transportation and Safety call for applications aims to:

- Improve mobility across the region, especially for children and older adults, and people walking, biking, riding transit/rail, and using other forms of active transportation;
- Strategically invest in communities most harmed by traffic injuries and fatalities, which include the historically disinvested communities that comprise the majority of the Regional High Injury Network;
- Support a more resilient transportation network, especially in anticipation of the large-scale events hosted by the region; and
- Support local efforts to increase competitiveness for state and federal funding.

### *Project Types*

The 2024 SCP Active Transportation and Safety call for applications solicits two project types: Communitywide & Area Plans and Quick-Build Projects.

- **Communitywide & Area Plans:** Per the State ATP guidelines, plans must benefit a disadvantaged community, defined as SCAG's Priority Equity Communities or other disadvantaged community definitions identified in the State ATP guidelines (e.g. Median Household Income, CalEnviroScreen, Healthy Places Index, etc.). Examples of eligible plans include, but are not limited to, Bicycle and/or Pedestrian Master Plans, Active Transportation Plans, First/Last Mile Plans (focused on active transportation), and Transportation Safety-Focused Plans (focused on active transportation). The maximum award for Community/Areawide Plan projects is \$500,000. There is no required minimum funding request, and applicants may submit multiple applications.
- **Quick-Build Projects:** An interim capital improvement project that requires minor construction activity (e.g., does not require excavation) and uses durable, low- to medium-cost materials to pilot and iterate through project designs with community feedback. Quick-build projects are identified through community engagement and/or an existing plan and provide the opportunity to immediately respond to a community safety need. Quick-build projects are typically in place for one to five years, depending on how quickly a design is modified or how long materials last, with evaluation occurring one to three years post-implementation. Quick-build projects are not required to be located in a disadvantaged



community. The maximum aware for quick-build projects is \$900,000. There is no minimum funding request, and applicants may submit multiple applications.

There is no match required for either project type. Applicants, especially those with projects that exceed the respective project type funding caps, are encouraged to provide matching funds.

### *Eligible Applicants*

The following entities, within the SCAG region, are eligible to apply for 2024 SCP Active Transportation and Safety Call funds:

- Local or Regional Agency: Examples include cities, counties, councils of governments, Regional Transportation Planning Agencies and County Public Health Departments.
- Caltrans: Caltrans must submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans project. Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources, such as the State Highway Operations and Protection Program (SHOPP).
- Transit Agencies: Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies: Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- Public schools or school districts
- Tribal Governments: Federally recognized Native American Tribes.
- Private nonprofit, tax-exempt organizations that are responsible for the management of public lands: These organizations may only apply for projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

### Outreach and Engagement

Over the past few months, staff conducted extensive engagement to inform the development of the 2024 SCP Active Transportation and Safety guidelines and to ensure prospective applicants were aware of the funding opportunity.

- Feedback Survey: SCAG released an online survey on March 6 to gather feedback from stakeholders that would inform the development of the 2024 SCP Active Transportation and Safety guidelines. The purpose of the survey was to understand potential obstacles to submitting applications and the types of projects that are of most interest to prospective applicants. It also served as early announcement of the upcoming call for applications. The survey was publicized through e-mail newsletters sent by SCAG and county transportation

commissions. The survey closed on March 22 and received 121 responses with representation from all six counties in the SCAG region.

- **Draft Guidelines Public Review:** On April 8, SCAG published the 2024 SCP Active Transportation and Safety draft guidelines on the SCP webpage for public review and feedback. Staff alerted stakeholder of this opportunity through several notices in several e-mail newsletters. SCAG staff additionally met with county transportation commission staff through ATP Subcommittee meetings and one-on-one meetings to review the draft guidelines. Staff accepted feedback through April 26, which is detailed in Attachment 2, Summary of Feedback for 2024 SCP Active Transportation and Safety Draft Guidelines.
- **External Presentations:** SCAG staff gave presentations and made announcements at over twenty working group meetings, such as county transportation commission technical advisory committee and council of governments meetings, and have additional presentations scheduled for future dates.
- **One-on-One Meetings:** SCAG staff have had over ten one-on-one meetings with local jurisdictions to discuss project ideas and answer questions. SCAG staff will be available for additional one-on-one meetings with regular office hours available throughout the application period.

**NEXT STEPS**

Staff will continue to work with county transportation commissions and local jurisdiction stakeholders to ensure eligible applicants are aware of the 2024 SCP Active Transportation and Safety funding opportunity. Staff will hold at least two virtual workshops to provide an overview of the call for applications and guidance on how to select projects and prepare a competitive application. In addition, Staff will have office hours available throughout the application period. Pending Regional Council approval, the anticipated schedule can be found below:

<b>2024 SCP Active Transportation and Safety Milestone</b>	<b>Anticipated Date</b>
Call for Applications Opens	Summer 2024
Application Workshops (held online with same content covered in both workshops)	Summer 2024
Call for Applications Deadline	Fall 2024
SCAG Regional Council Approval of the 2024 SCP Active Transportation and Safety Application Rankings*	April 3, 2025
Final 2024 SCP Active Transportation and Safety Award Announcements*	June 2025

*\*Projects selected to receive ATP funding are subject to approval by the SCAG Regional Council and California Transportation Commission (CTC) as part of the adoption of the complete 2025 Regional ATP. In addition, projects receiving ATP funding will be subject to the programming and allocation process, requirements, and schedule of the CTC.*

**FISCAL IMPACT:**

Staff's work budget for the SCP and funding for selected SCP projects are included in the FY24 Overall Work Program (OWP) 275-4882.03 Sustainable Communities Program (SCP) - Project Delivery (FY24 SB 1 Formula).

**ATTACHMENT(S):**

1. 2024 SCP Active Transportation and Safety Program Guidelines
2. Summary of Feedback for 2024 SCP Active Transportation & Safety Draft Guidelines
3. 2024 SCP Active Transportation & Safety Call Presentation

# Connect SoCal 2024 Sustainable Communities Program Active Transportation & Safety Program Guidelines

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## Sustainable Communities Program Overview

The Sustainable Communities Program (SCP) is a grant program that provides technical assistance to support implementation of Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy for the Southern California Association of Governments (SCAG). The SCP strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions to help the region achieve its unified goals. The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities. SCAG is committed to working in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. On July 2, 2020, the SCAG Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan in May 2021 to guide SCAG's work in advancing equity. As part of these commitments, the SCP aims to prioritize resources where there is a demonstrated need.

### Program Goals

The SCP aims to:

- Provide needed resources for local jurisdictions to advance the goals outlined in Connect SoCal 2024 in the areas of mobility, communities, environment, and economy.
- Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.
- Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.
- Increase the region's competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

## 2024 SCP Active Transportation & Safety Call for Applications

### I. Overview

Connect SoCal 2024 is defined by the mobility goal to build and maintain an integrated multimodal transportation network (see page 12 in [Connect SoCal 2024 Chapter 1](#)). To achieve this goal, Connect SoCal 2024 identifies mobility policies organized into eight categories: System Preservation and Resilience, Complete Streets, Transit and Multimodal Integration, Transportation System Management, Transportation Demand Management, Technology Integration, Safety, and Funding the System/User Fees (see pages 88-89 and 114-116 in [Connect SoCal 2024 Chapter 3](#)).

The Connect SoCal 2024 SCP Active Transportation & Safety (SCP-ATS) Call for Applications represents one of multiple funding Calls through the Connect SoCal 2024 SCP. The SCP-ATS funds projects that primarily help advance the Connect SoCal 2024 mobility policies under Complete Streets, Transit and Multimodal Integration, and Safety. Selected projects will improve mobility across the region, increasing rates of walking and biking, advancing traffic safety, expanding opportunities for multimodal

transportation options, and competitively positioning local jurisdictions for implementation/grant funds. The 2024 SCP-ATS Call solicits the follow project types:

- Develop a Community/Areawide Plan
- Develop and implement a Quick-Build Project

Applicants are encouraged to review Connect SoCal 2024 strategies to align project applications with regional planning priorities and concepts (see pages 124-128 in [Connect SoCal 2024 Chapter 3](#) and Appendix 4: Connect SoCal 2024 Mobility Strategies of the [Connect SoCal 2024 Mobility Technical Report](#)). Competitive applications will advance multiple mobility goals and strategies, reflect understanding of context-based needs, utilize equity-centered planning practices, and result in planning products or programs that clearly tie community need with implementation. Collaborative public participation and engagement efforts that involve communities historically excluded from land use and transportation discussions and planning is required.

In the next four years, Southern California is expected to host several large-scale events that will impact the region's transportation system: the World Cup in 2026, the Super Bowl in 2027, and the Olympic and Paralympic Games in 2028. These events will be impactful for the entire Southern California region and particularly for the region's transportation networks. Thousands of athletes and spectators will visit the region in compressed periods of time, needing to travel to and from a variety of venues. People from across the region may be traveling to these events themselves, either to glimpse the events as spectators or to work them, and goods will have to be delivered to the venues. Everyone else will still need to carry on with their lives while the events are occurring. A great deal of preparation will be needed.

### A) 2024 SCP-ATS GOALS

The SCP-ATS aims to:

- Improve mobility across the region, especially for children and older adults, and people walking, biking, riding transit/rail, and using other forms of active transportation;
- Strategically invest in communities most harmed by traffic injuries and fatalities, which include the historically disinvested communities that comprise the majority of the Regional High Injury Network;
- Support a more resilient transportation network, especially in anticipation of the large-scale events hosted by the region; and
- Support local efforts to increase competitiveness for state and federal funding.

### B) COMMUNITY ENGAGEMENT INTEGRATION

SCAG's active transportation safety and engagement program, provides a suite of community engagement resources, tools, and strategies. Planning and quick-build projects are expected to incorporate one or both of the following elements to facilitate meaningful community engagement. The *Go Human* elements are available at no cost; any costs would come from project-specific needs, such as local event/traffic permits or publicity/advertisements.

**GO HUMAN KIT OF PARTS** – The *Go Human* Kit of Parts (Kit) is a community engagement resource loaned at no cost to local partners that creates opportunities for community members, jurisdiction staff and consultant teams to experience improved traffic safety designs directly on the street. The Kit includes a set of durable, lightweight materials that, once assembled, demonstrate complete streets infrastructure components. The Kit also includes signage and evaluation tools that allow the applicant or their

consultant to facilitate community feedback as part of an inclusive planning process. The applicant or its consultant will be responsible for coordinating transportation of materials and preparation of a site and installation plan, subject to approval by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down, and oversight of the *Go Human* Kit of Parts as part of the demonstration. SCAG staff will be available to provide feedback and guidance on planning for a successful demonstration or event and direction on appropriate utilization of the Kit of Parts.

**TRAFFIC SAFETY AWARENESS CAMPAIGN** – Co-branded *Go Human* print and digital advertisements are available at no cost to cities or other local government agencies to implement a traffic safety awareness campaign, alongside project or plan outreach, in an effort to improve traffic safety for people walking and biking. Available designs include, but are not limited to, lawn signs, banners, postcards, billboard ads, bus shelter or bench ads, and social media graphics. SCAG provides select print materials, such as lawn signs and banners, to local partners at no cost.

## II. Eligible Applicants

The following entities, within the six-county SCAG region, are eligible to apply for SCP-ATS funds:

- **Local or Regional Agency:** Examples include cities, counties, councils of governments, Regional Transportation Planning Agencies and County Public Health Departments.
- **Caltrans:** Caltrans must submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans project. Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources, such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies:** Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- **Natural Resources or Public Land Agencies:** Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- **Public schools or school districts**
- **Tribal Governments:** Federally recognized Native American Tribes.
- **Private nonprofit, tax-exempt organizations that are responsible for the management of public lands:** These organizations may only apply for projects eligible for [Recreational Trails Program](#) funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

## III. SCP-ATS Eligible Project Types

As described above, the 2024 SCP-ATS solicits two project types: community/area wide plans and quick-build projects. Applicants may apply for more than one project type and may submit multiple applications (and shall indicate priority of applications). SCAG staff is available to assist applicants in determining the most appropriate project type for their needs and goals.

### A) PROJECT TYPE: COMMUNITY/AREAWIDE PLANS

The 2024 SCP-ATS will fund community/areawide planning projects that benefit disadvantaged communities. Eligible planning projects must meet one of the following conditions:

- Community plans must encompass, be located in, or overlap with a disadvantaged community.

- Areawide plans must encompass at least one disadvantaged community.

Connect SoCal 2024 defines a disadvantaged community as a Priority Equity Community (PEC): census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the socioeconomic factors listed below. See the Connect SoCal 2024 [Equity Analysis Technical Report](#) and [a map of PECs](#) in the SCAG region for additional details and to identify PECs. Factors include:

- People of color
- Low-income households
- Limited vehicle and transit access
- Vulnerable ages
- Single parent households
- People without a high school diploma
- People with disabilities
- Housing cost burdened households
- People with limited English proficiency

In addition to the PEC definition, the following criteria are eligible definitions for disadvantaged communities. See Attachment A, the [ATP Cycle 7 Guidelines](#) (Section 17.A, pages 11-12), for details about each of the disadvantaged community definitions.

- Median Household Income
- CalEnviroScreen
- National School Lunch Program
- Healthy Places Index
- Climate and Environmental Justice Screening Tool
- USDOT Equitable Transportation Community Explorer
- Native American Tribal Lands

The maximum award for Community/Areawide Plan projects is \$500,000. There is no required minimum funding request, and applicants may submit multiple applications. Awards for Community/Areawide Plans shall take the form of technical assistance, with a SCAG-procured consultant leading the project development and seeking reimbursement directly from SCAG. See Section IV.B (Funding Allocation for Award Recipients) for more information. Applicants are encouraged to include a letter of support from their county transportation commission in their application.

## PROJECT EXAMPLES

Examples of eligible community/areawide plans include, but are not limited to:

- Active Transportation Plan
- Bicycle and/or Pedestrian Master Plan
- First/Last Mile Plan (focused on active transportation)
- Safe Routes Plan (e.g., to school, for seniors, etc.)
- Transportation Safety-Focused Plan (e.g., Local Road Safety Plan or Safe System Plan with a focus on active transportation)



## REQUIRED AND RECOMMENDED PLAN COMPONENTS

The final deliverable for all plans must include, but not be limited to, the required components identified in Appendix A of the [ATP Cycle 7 State Guidelines](#) (see Attachment A) or explain why the component is not applicable. Examples of required components include mode share, existing bicyclist and pedestrian facilities, collision analysis, funding considerations, and an implementation plan. , The following components are strongly encouraged:

- Framework to systematically analyze, identify, and prioritize traffic safety issues and corresponding recommendations, including proven roadway safety countermeasures. The framework should also identify roadway safety risks to support a jurisdiction’s ability to proactively address crash risks.
- Multi-faceted community engagement, such as:
  - Walk or bike audits
  - Media/Advertisement campaigns (e.g., Go Human Co-Branded Awareness Campaign)
  - Temporary demonstration projects (e.g., Kit of Parts)

## B) PROJECT TYPE: QUICK-BUILD PROJECTS

A quick-build is an interim capital improvement project that requires minor construction activity (e.g., does not require excavation) and uses durable, low- to medium-cost materials to pilot and iterate through project designs with community feedback. Quick-build projects are identified through community engagement and/or an existing plan and provide the opportunity to immediately respond to a community safety need. Quick-build projects are typically installed for one to five years, depending on how quickly a design is modified or how long materials last, with evaluation occurring one to three years post-implementation.

Quick-build projects are not required to be located in a disadvantaged community. The 2024 SCP-ATS will evaluate and fund quick-build projects using an equity-centered prioritization framework to prioritize the repair of historic and current inequities. The framework will consider project readiness (e.g. informed by community engagement and preliminarily assessed for feasibility), alignment with communities most harmed by traffic injuries and fatalities, and opportunities for mutually beneficial partnerships with local community organizations. These quick-build projects will provide an opportunity to pilot projects that not only enhance or expand the active transportation network but also contribute to a more resilient transportation network given the increased demand expected with large-scale events to be hosted by the region.

The maximum award for quick-build projects is \$900,000, which includes planning, design, and implementation. There is no required minimum funding request, and applicants may submit multiple applications. Awards for Quick-Builds shall take the form of technical assistance, with a SCAG-procured consultant leading project development and seeking reimbursement directly from SCAG, and pass-through funds to applicants for implementation. An applicant may use pass-through funds to procure a contractor or assign agency staff to implement the quick-build project. See Section IV.B (Funding Allocation for Award Recipients) for more information.

## PROJECT EXAMPLES

Examples of quick-build elements and materials include, but are not limited to:

- Curb extensions: paint and plastic posts, plastic bollards, or planters
- Pedestrian safety enhancements: rectangular rapid flashing beacons, leading pedestrian intervals at signalized intersections, raised crosswalks, and/or high-visibility crosswalks

- Modular transit stops: temporary transit platform to safely transition bike lanes through transit areas
- Pedestrian plaza/corridors: concrete barriers, barricades, planters, and/or signage
- Protected bike lanes: striping and plastic posts, plastic bollards, planters, or parking
- Traffic calming treatments: temporary speed cushions, curb extensions (described above), and/or chicanes (i.e. curb extensions in a parking lane)
- Traffic circles: striping, rubber curbs, plastic posts, and signage

## REQUIRED QUICK-BUILD COMPONENTS

Quick-build projects must include the following components:

- Ongoing community engagement to inform final project design and evaluation.
- Data collection to establish existing conditions and to complete before/after evaluation of project implementation.
- Final (100%) project design reviewed, approved, and stamped by a licensed Professional Engineer and project cost estimates.
- Quick-build installed for a minimum of six (6) months before conducting evaluation.
- Final report summarizing work completed and recommendation of next steps.

See Appendix D of the [ATP Cycle 7 Guidelines](#) (Attachment A) and [ATP Quick-Build Supplemental Guidance](#) (Attachment B) for additional guidance on quick-build materials, designs, and project requirements.

## IV. Funding

### A) FUNDING SOURCES

Funding for the 2024 SCP-ATS is provided through a combination of state and federal sources, including the state Cycle 7 Active Transportation Program (ATP), which programs funds from FY25/26 to FY28/29 and a federal Safe Streets and Roads for All (SS4A) grant, and which is anticipated to allocate funding in 2025 and expend funding within five years from allocation.

- Community/Areawide Plan projects shall be funded by ATP funds.
- Quick-Build projects shall be funded with ATP funds, SS4A funds, or a combination of ATP and SS4A funds.

Recipients of 2024 SCP-ATS awards are required to comply with all applicable federal laws and state regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); California Environmental Quality Act (CEQA); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).

Hosting a Call for Applications to award funds from multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration. The program anticipates awarding approximately \$10.4 million, with up to \$2.4 million available for planning projects benefiting disadvantaged communities and a minimum of \$7.5 million set aside for quick-build projects. SCAG will allocate funding for selected projects based on the eligibility of each funding source and the applicant's readiness.

## B) FUNDING ALLOCATION FOR AWARD RECIPIENTS

Awards and projects shall be primarily managed by SCAG and implemented through its consultants, except the Quick-Build implementation that will be managed by grantees in coordination with SCAG. SCAG shall manage the administrative activities associated with requesting funding allocation from the California Transportation Commission (CTC) for ATP funding and from the Federal Highway Administration (FHWA) for SS4A funding, procuring a consultant team, passing through fundings for quick-build implementation, and providing all necessary reporting and documentation required by CTC, Caltrans, and FHWA.

Recipients of 2024 SCP-ATS awards are expected to enter into a Memorandum of Understanding (MOU) with SCAG for technical assistance, which shall identify funding sources for the award and memorialize roles and responsibilities for each party, including but not limited to identifying a project manager for each party, providing guidance, cooperation and approvals as necessary, and assuming responsibility for a timely use of funds. MOUs for quick-build projects will also serve to pass through funds for quick-build implementation.

Recipients shall be the implementing agency for environmental approval(s) and responsible for documentation of environmental clearance or categorical exemption under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA) for federally funded projects. Funding shall be contingent on recipients securing environmental clearance.

Community/Areawide Plan projects shall only be eligible for technical assistance. Quick-Build Projects shall be eligible for technical assistance and pass through funds; pass through funds shall only be used for construction.

## C) ELIGIBLE COSTS

SCAG uses cost principles outlined in [2 CFR Part 200 Subpart E](#) and the ATP Cycle 7 Guidelines (Attachment A) to determine reasonable, allocable, and allowable costs. Award recipients are required to adhere to these requirements. Eligible costs include staff salaries, fringe, indirect costs (for ATP funding, the fringe and indirect cost rates require Caltrans approval and for SS4A, approved rates by a federal cognizant agency may be required), consultant/contractual services, and other direct costs. These costs and others not listed here are subject to review and approval by SCAG staff.

Recipients of the 2024 SCP-ATS awards claiming reimbursement for indirect costs and/or fringe benefits cost must have the current rates approved in the Negotiated Indirect Cost Rate Agreement (NICRA) with its federal cognizant agency. In absence of the NICRA, recipients may elect the applicable de minimis indirect cost rate that is applicable at the time of award and must annually complete a certification form provided by the SCAG Project Manager to confirm the eligibility and compliance with Title 2 Code of Federal Regulations Part 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, And Audit Requirements For Federal Awards. The eligibility of the indirect cost and/or fringe benefits cost is subject to review and applicable funding guidelines and requirements. For the ATP funding, Caltrans prior approval is required for the fringe benefits and indirect cost rates; see "Local Government Agency Indirect Cost Review" on the [Caltrans Internal Audits Office webpage](#). For SS4A, please see the [2 CFR 200](#).

### D) MATCH REQUIREMENTS

There are no match requirements for projects proposed through the SCP-ATS. Applicants, especially those with projects that exceed the respective project type funding caps, are encouraged to provide matching funds.

## V. Application Process

As noted above, applicants may apply for more than one project type and may submit multiple applications, which are available on the [SCAG SCP-ATS website](#). Applicants do not need a board resolution in order to apply, but applicants will be required to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Please contact SCAG staff (see section VI) if the project includes multiple components or if any other support is needed in identifying the proper application to use for a project application.

### A) APPLICATIONS

Applications will be accepted via an online form. Application workshops will be scheduled for summer 2024, to review project types, the application process, and address any questions. For more information and registration/details for the workshops, please see the [SCAG SCP-ATS website](#). **Applications must be submitted online in fall 2024.**

### AUTOMATIC CONSIDERATION OF NON-SELECTED STATEWIDE ATP APPLICATIONS

Community/Areawide Plans and Quick-Build projects from the SCAG region submitted to the statewide ATP Call for Applications but not selected for funding will also be considered in the 2024 SCP-ATS selection process. These applications will be automatically considered, and applicants do not need to indicate they want to be considered for the SCP-ATS. These applications will not be re-scored and the initial score given in the statewide ATP competition will be used in ranking the projects against projects submitted through the SCP-ATS call for applications. Please see the [state ATP website](#) for more information about the application process and deadlines. Interested applicants are welcome to contact SCAG staff (see section VI) to discuss statewide ATP applications as well.

### B) SCORING RUBRIC & CRITERIA

Each project type is evaluated by six scoring criteria: Mobility, Safety Benefit, Public Health, Disadvantaged Communities, Public Participation, and Cost Effectiveness. Application questions vary by project type. The potential points to be awarded for responses to each question, by project type, are noted in each application.

Scoring Criteria	Points
Mobility	25
Safety Benefit	35
Public Health	10
Disadvantaged Communities	10
Public Participation	15
Cost Effectiveness	5
<b>Total</b>	<b>100 Points</b>

### C) EVALUATION PROCESS

A minimum of six evaluation teams, one per county, will be established to review, score and rank applications submitted to the 2024 SCP-ATS; counties receiving a large volume of applications may require multiple evaluation teams. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, geographic distribution across the region, and funding eligibility. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles. Quick-build applications not selected for award may be placed on a contingency list in the event that future rounds of funding are made available.

### D) RISK ASSESSMENT

Prior to entering into an MOU to receive funding from SCAG, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.206 in accordance with SCAG’s Subrecipient Monitoring Policies and Procedures. SCAG may evaluate the risks to the program imposed by each applicant to assess the applicant’s ability to manage award funds pursuant to the requirements prescribed in the applicable funding guidelines. In some circumstances, special grant conditions may be imposed to mitigate anticipated risks. Each applicant may be required to provide documentation to SCAG for this evaluation.

## VI. Schedule

The following schedule outlines key dates for the 2024 SCP-ATS. These dates are subject to change; the [Sustainable Communities Program webpage](#) will have the latest dates.

### 2024 SCP-ATS Key Dates

2024 SCP-ATS Milestone	Date
SCP-ATS Call for Applications Opens	Summer 2024
SCP-ATS Application Workshops	Summer 2024
SCP-ATS Call for Applications Deadline	Fall 2024
SCAG Regional Council Approval of the 2024 SCP-ATS Application Projects*	April 3, 2025
Final 2024 SCP-ATS Award Announcements*	June 2025

\*Projects selected to receive ATP funding are subject to approval by the SCAG Regional Council and California Transportation Commission (CTC) as part of the adoption of the complete 2025 Regional ATP. In addition, projects receiving ATP funding will be subject to the programming and allocation process, requirements, and schedule of the CTC. SCAG Regional Council consideration is anticipated on April 3, 2025 followed by CTC action in June 2025.

### A) TIMELY USE OF FUNDS/TIME EXTENSIONS

A project initiation schedule and expectations regarding the period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. In certain cases, projects may receive a notice to proceed two to three years after the project award announcements, such as if ATP funds are allocated in the latter part of the

Cycle 7 ATP funding cycle (FY25/26 to FY28/29). Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

## VII. Contact Information

Questions regarding the SCP-ATS project types, applications, or application process should be directed to:

Rachel Om  
Senior Regional Planner  
Telephone: (213) 630-1550  
Email: [om@scag.ca.gov](mailto:om@scag.ca.gov)

# Attachment A: ATP Cycle 7 Guidelines

Please see: [2025 Active Transportation Program Cycle 7 Guidelines](#).

# Attachment B: ATP Quick-Build Supplemental Guidance

Please see: [Active Transportation Program Quick-Build Supplemental Guidance](#)



## Attachment C: Allowable Direct Costs

SCAG uses cost principles outlined in [2 CFR Part 200 Subpart E](#) and the ATP Cycle 7 Guidelines (Attachment A) to determine reasonable, allocable, and allowable costs. The procurement of goods and services are subject to 2 CFR Part 200 and applicable funding guidelines.

- **Advertisement costs.** Including the purchase of advertising media to support program outreach.
- **Compensation—personnel services.** Including wages and salaries.
- **Compensation—fringe benefits.** Including, but not limited to, costs of leave, employee insurance, pensions, and unemployment benefit plans.
- **Professional service costs.** Including costs of professional and consultant services.
- **Publication and printing costs.** Including costs for distribution and general handling of electronic and print media.
- **Transportation costs.** Including costs for delivery of items and/or equipment
- **Contractual Services.** Including professional services necessary to complete the proposed project.
- **Travel.** Including transportation, food and lodging that meet the [Travel Reimbursement policies established by CalHR](#).
- **Supplies or services.** Including printed material, translation and interpretation, supplies or services cost, excluding equipment

Please note: allowable indirect costs include an approved negotiated rate by a federal cognizant agency or a de minimis rate in accordance with 2 CFR Part 200.

These costs and others not listed here are subject to review and approval by SCAG staff.

## SCAG Connect SoCal 2024 Sustainable Communities Program

### Active Transportation and Safety Draft Guidelines

#### Summary of Public Comment

SCAG’s 2024 Sustainable Communities Program (SCP) Active Transportation and Safety Draft Guidelines were widely shared with the public through email blasts, newsletters, and made available on the SCAG SCP webpage. The public comment period was open from April 8 to April 26, 2024. Nine public comment letters were received during the comment period, from Active SGV, City of Burbank, City of Huntington Beach, Good Citizens Media Group, Inland Empire Biking Alliance and Bicycle Commuter Coalition of the Inland Empire, LA Metro, City of Mission Viejo, Orange County Transportation Authority, and Riverside County Transportation Commission. This document summarizes comments received in writing. Based on the comments received, SCAG generated the following summary of themes. Within each theme, SCAG provided either a change reflected in the final proposed 2024 SCP Active Transportation and Safety Guidelines or a direct response to the comment.

#### **Theme 1: Disadvantaged Communities (DACs)**

Feedback was received that SCAG should broaden the definition of disadvantaged communities to include using other tools, such as the Metro Equity Focus Communities tool and the U.S. EPA Climate and Environmental Justice mapping tool, and to clarify the meaning of “within reasonable proximity to a disadvantaged community” to determine if an applicant would be eligible for funding to develop a plan. In addition, there was a request that SCAG clarify if a project must be located in or benefit a disadvantaged community to qualify for the different project types and more clarity on the meaning of repairing “historic and current inequities.”

Response – The 2024 SCP Active Transportation and Safety guidelines are informed by the State Active Transportation Program (ATP) Cycle 7 Guidelines (available on the [California Transportation Commission website](#) and included as Attachment A in the SCP Active Transportation & Safety Guidelines). The ATP guidelines note that all plans must be within a disadvantaged community or, for area-wide plans, encompass at least one disadvantaged community. The 2024 SCP Active Transportation & Safety guidelines were updated to be consistent with the disadvantaged community requirements described for plans in the State ATP guidelines and to specify that quick-build projects are not required to be located in a disadvantaged community. However, disadvantaged community designations are part of the evaluation for both project types, which connect to the goal of prioritizing projects to repair historic and current inequities.

The eligible disadvantaged community definitions for the 2024 SCP Active Transportation and Safety call for applications is governed by the State ATP, which includes Median Household Income, the Climate and Economic Justice mapping tool, CalEnviroScreen, and regional definitions adopted through a Regional Transportation Plan/Sustainable Communities Strategy, such as SCAG's Priority Equity Communities. As a result, the Metro Equity Focus Communities tool would not be an eligible definition.

### **Theme 2: Project Management**

Feedback was received that SCAG should clarify that the project consultant would be selected by SCAG versus the applicant and the responsibilities of the project consultant. In addition, feedback was received to have an option for an applicant to use their own resources to procure and manage a project in-house and to revise if, and when, administrative fees, risk assessments, and pass through funds would be necessary.

Response – The 2024 SCP Active Transportation and Safety guidelines were clarified to indicate plans would be developed through a SCAG-procured consultant and quick-builds would be developed through a SCAG-procured consultant and implemented by the local jurisdiction, either by the local jurisdiction procuring a contractor or assigning local staff (typically from Public Works). The 2024 SCP Active Transportation & Safety call for applications maintains the structure of delivering projects primarily through technical assistance (i.e., a SCAG-procured consultant), but the final proposed guidelines no longer include the 5% grant administration fee for each project. Depending on the final project list, SCAG will assess the amount of SCAG staff time needed to administer the program overall and will request funding as a percentage (likely 5%) from the program when requesting allocation of funds from Caltrans and the California Transportation Commission.

### **Theme 3: Scoring Rubric**

Feedback was received to adjust the weight given to disadvantaged communities, to prioritize funding under the awards for planning projects for communities that do not already have an existing plan, and to prioritize funding under quick-builds for projects that address existing gaps in the pedestrian/bicycle infrastructure network, support a cohesive network, and/or incorporate multiple jurisdictions. In addition, feedback was provided inquiring if county transportation commissions would have an additional opportunity to provide input on the scoring rubric. One comment also requested clarity on how SCAG will consider applications that were submitted through the statewide ATP Call for Applications, but were not funded through the statewide call, and if there was any priority given to projects that were rejected in the statewide call.

Response – The scoring criteria for the 2024 SCP Active Transportation and Safety call for applications is governed by the ATP Cycle 7 Regional Guidelines that were developed by SCAG in partnership with the six county transportation commissions and approved by the SCAG Regional Council on April 4, 2024. The ATP Cycle 7 Regional Guidelines include details that plan and quick-build applications submitted to the statewide competition but unsuccessful in receiving funding will carry over their statewide competition score and be compared to the applications submitted through the SCP Active Transportation & Safety call. SCAG has flagged comments about the scoring criteria to discuss and coordinate with the county transportation commissions for the next ATP Cycle (Cycle 8).

The applications and scoring criteria for plans and quick-build projects ask applicants to describe mobility and safety needs and how the proposed project will address those needs; these questions will respond to the feedback shared about the scoring criteria. The scoring criteria have been shared with the county transportation commissions as part of the ongoing coordination through the ATP Subcommittee (comprised of SCAG staff and county transportation commission staff), which develops the ATP Regional Guidelines and associated regional supplemental call for projects, which is administered through SCAG’s SCP.

#### **Theme 4: Funding**

Feedback was received to remove the maximum limit for funding awards and to provide clarity around the definition of “pass through funds.” In addition, one comment requested more information on how much of the application budget should be allocated to Go Human activities. Finally, feedback was received to clarify how the timely use of funds differs for state and federal funds.

Response – The funding caps for the 2024 SCP Active Transportation and Safety call for applications is governed by the ATP Cycle 7 Regional Guidelines that were developed by SCAG in partnership with the six county transportation commissions and approved by the SCAG Regional Council on April 4, 2024. The intent of the funding caps is to facilitate geographic equity and distribution of projects across the region. Applicants can submit multiple applications and have the option to prioritize their applications. The other funding comments were incorporated into the guidelines with clarifying language.

#### **Theme 5: Text Edits and Application Process**

Other feedback related to formatting, minor text edits, updating the quick-build supplemental guidance to the most up to date version from the State, sharing suggestions for alternative safe biking routes and support for grade separated paths as a potential use

of funding. Additionally, one comment suggested SCAG have a two-step application process to pre-award applicants for funding prior to completing an entire application.

Response – The text edits and requests for clarification were incorporated into the proposed 2024 SCP Active Transportation and Safety guidelines. The SCP application is intended to be straightforward and require relatively less time (compared to other state and federal grants) for applicants to prepare an application if the projects were identified through community engagement and serve to address a clear need.



## 2024 Sustainable Communities Program Active Transportation & Safety

Transportation Committee  
June 6, 2024

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

### Sustainable Communities Program: Overview

- Since 2005, SCAG has provided resources and direct technical assistance to local jurisdictions through the Sustainable Communities Program (SCP).
- The SCP aims to support Connect SoCal implementation and meet the needs of local communities.

## 2024 SCP Active Transportation & Safety: Overview

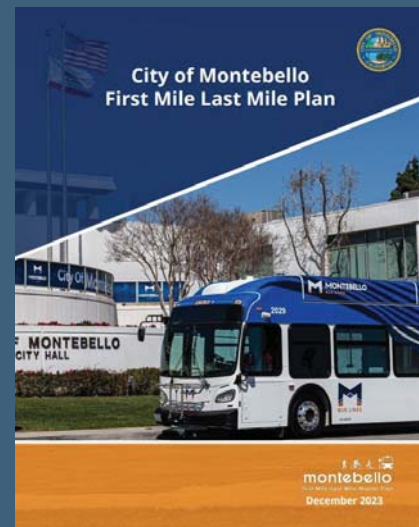
- Following adoption of Connect SoCal 2024, the SCP is hosting a call for applications focused on Active Transportation & Safety
- Anticipated \$10.4M\* funded by:
  - Active Transportation Cycle 7 Regional Funds
  - Safe Streets and Roads for All Federal Grant

*\*pending governor's budget and State ATP final funding availability*

## 2024 SCP Active Transportation & Safety: Project Types

### Development of **Plans**

- Examples include:
  - Active Transportation Plan
  - Bicycle and/or Pedestrian Master Plan
  - First/Last Mile Plans
  - Safe Routes Plan
- Must benefit disadvantaged community per ATP State Guidelines
- Up to \$500K available per plan



*Montebello First Mile Last Mile Plan funded through Connect SoCal 2020 SCP Active Transportation & Safety Call*



# 2024 SCP Active Transportation & Safety: Project Types

## Implementation of Quick-Builds

- Projects include:
  - Engagement
  - Design & Implementation
  - Evaluation
  - Maintenance or Modification
- Up to \$900K available per project



### East Pico Safety Project

#### Project Overview

The City of Santa Monica's Local Roadway Safety Plan Identified East Pico Boulevard is among the 14% of roadways that account for 50% of the fatal and severe traffic collisions in Santa Monica. The East Pico Safety Project will explore improvements to maximize pedestrian safety on Pico Boulevard, between 27th Street and Centinela Avenue. This

*Santa Monica East Pico Quick Build funded through Connect SoCal 2020 SCP Active Transportation & Safety Call*

## SCP Mobility Goals in Action: Long Beach (2022)



Washington neighborhood, Before



Washington neighborhood, After



## SCP Mobility Goals in Action: Calexico (2023)



Rockwood Avenue, Before



Rockwood Avenue, After

## SCP Mobility Goals in Action: Glendale (2024)



Brand Boulevard, Before



Brand Boulevard, After

Photo source: Joe Linton/Streetsblog

## SCP Active Transportation & Safety: Guidelines Development

- **Online survey:** March 6 – 22 to identify priorities and obstacles to applying
- **Draft guidelines public comment:** April 8 – 26
- **Presentations and announcements** at county transportation commission, council of governments, and working group meetings
- **One-on-one meetings** with local jurisdictions
- **Email newsletters**

## SCP Active Transportation & Safety: Continued Engagement

- **Presentations and announcements**
- **One-on-one meetings**
- **Email newsletters**
- **Virtual Workshops**
- **Office Hours**

## SCP Active Transportation & Safety: Key Dates\*

- Call for Projects Opens: Summer 2024
- Virtual Workshops: Summer 2024
- SCP Active Transportation & Safety Applications Due: Fall 2024
  
- SCAG Regional Council Approval of Application Rankings: April 2025
- Final Project Announcements: June 2025

*\*dates may change due to governor's budget and State ATP schedule*



# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/sustainable-communities-program>

Rachel Om, AICP  
Senior Regional Planner  
[om@scag.ca.gov](mailto:om@scag.ca.gov)



**AGENDA ITEM 13**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Annie Nam, Deputy Director  
(213) 236-1827, Nam@scag.ca.gov

**Subject:** Approve SCAG Participation in the 2024 Paris Olympic Games  
Observation Program and Study Tour

**RECOMMENDED ACTION FOR EAC:**

That the Executive Administration Committee (EAC) recommend that the Regional Council approve:

1. Participation of up to two Regional Council members, in accordance with Article VIII, Section F of the Regional Council Policy Manual, and up to four SCAG staff in accordance with the SCAG Employee Travel Policy, in the 2024 Paris Olympic Games Observation Program and Study Tour in the early part of August, and after the Games to meet with the Paris delegation on lessons learned in preparation for the LA28 Olympic Games;
2. Delegation of authority to the Executive Director to approve international travel, specific to the 2024 Paris Olympic Games, for any needed additional SCAG international travel related to the 2024 Paris Olympic Games; and
3. Expenditure of approximately \$45,000 to cover travel expenses which will be allocated from SCAG's General Fund, Project Number 800-0160.01, and the expenditure of additional funds to cover travel expenses for any additional international travel authorized by the Executive Director. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

**RECOMMENDED ACTION FOR RC:**

That the Regional Council approve:

1. Participation of up to two Regional Council members, in accordance with Article VIII, Section F of the Regional Council Policy Manual, and up to four SCAG staff in accordance with the SCAG Employee Travel Policy, in the 2024 Paris Olympic Games Observation Program and Study Tour in the early part of August, and after the Games to meet with the Paris delegation on lessons learned in preparation for the LA28 Olympic Games;
2. Delegation of authority to the Executive Director to approve international travel, specific to the 2024 Paris Olympic Games, for any needed additional SCAG international travel related to the 2024 Paris Olympic Games; and

3. Expenditure of approximately \$45,000 to cover travel expenses which will be allocated from SCAG's General Fund, Project Number 800-0160.01, and the expenditure of additional funds to cover travel expenses for any additional international travel authorized by the Executive Director. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

**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 preparation for the 2028 Summer Olympic Games in Los Angeles, SCAG staff is seeking approval to participate in the 2024 Paris Olympic Games Observation Program and Study Tour, for up to two Regional Council members and four SCAG staff in the early part of August, and after the Games to meet with the Paris delegation on lessons learned in preparation for the LA28 Olympic Games. Additionally, SCAG staff is seeking delegation authority to the Executive Director to approve international travel, specific to the 2024 Paris Olympic Games, for any additional SCAG international travel as may be needed. There are emerging learning opportunities related to the Olympics that are not clearly known at this time. As RC approval is required for international travel and the RC is not meeting again until August or possibly later, delegation of authority to the Executive Director would allow for SCAG participation as needed.*

*The cost of the Observation Program and Study Tour is estimated to be about \$7,500 per person, for a total approximate budget of \$45,000 to cover travel expenses. For any additional international travel authorized by the Executive Director related to the Olympic Games, additional funds will be needed to cover travel expenses. Funding will be allocated from SCAG's General Fund, Project Number 800-0160.01. Per SCAG Travel Policy, foreign travel requires Regional Council approval.*

*The SCAG delegation will join other leaders from Southern California, in addition to state, and federal representatives. Two of the SCAG staff members Sarah Jepson, Chief Planning Officer and Annie Nam, Deputy Director of Planning for Transportation, will be participating in the LA28 led 2024 Paris Olympics Observation Program, from August 3 through 7, 2024. Program participants will learn from and engage with experts from Paris to gain firsthand knowledge about the preparations and on the ground operations during the 2024 Summer Olympic Games in Paris.*

**BACKGROUND:**

In anticipation of the 2028 Olympic and Paralympic Games ("the Games"), SCAG staff have been working in partnership with LA28, Metro, Caltrans, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor's Office, and Metrolink, a group collectively known as the Games Mobility Executives (GME), to develop mobility plans/strategies and pursue state and



federal funds in support of the transportation infrastructure needed for the region, including mobility during the Games. This year is a critical year in planning for the LA28 Games as staff anticipates that after the Paris 2024 Games this summer, the International Olympic Committee's (IOC) focus will turn to Los Angeles, elevating the need for more coordination and planning across the region.

The Games are expected to have venues in at least three Southern California counties and given the huge number of expected spectators and participants, broader multi-county coordination will be critical to ensure safe and efficient travel. As SCAG will be supporting several mobility strategies, including freight transportation demand management and overall transportation demand management efforts across the SCAG region, participation in ongoing technical learning exchanges with other Olympic cities (as well as World Cup cities), will be important. Accordingly, two SCAG staff members, including Sarah Jepson, Chief Planning Officer and Annie Nam, Deputy Director of Planning for Transportation, will be participating in the official 2024 Paris Olympics Observer Program, scheduled from August 3 to 7, 2024, to learn from and engage with experts to gain firsthand knowledge about the preparations and on the ground operations in Paris. The 2024 Paris Olympics Observer Program is being coordinated and led by LA28 with staff participants from each of the GME partner agencies along with state and federal agencies. As additional observation and learning opportunities are anticipated following the official Observer Program in early August (as well as after the Paris Games) a SCAG delegation will join other local and regional leaders from Southern California to participate.

SCAG staff is seeking approval to participate in the 2024 Paris Olympic Games Observation Program and Study Tour, for up to two Regional Council members and four SCAG staff in the in the early part of August, and after the Games to meet with the Paris delegation on lessons learned in preparation for the LA28 Olympic Games. Additionally, SCAG staff is seeking delegation authority to the Executive Director to approve international travel, specific to the Olympic Games, for any additional SCAG international travel as may be needed. There are emerging learning opportunities related to the Olympics that are not clearly known at this time. As RC approval is required for international travel and the RC is not meeting again until August or possibly later, delegation of authority to the Executive Director would allow for SCAG participation as needed.

The cost of the Observation Program and Study Tour is estimated to be about \$7,500 per person, for a total approximate budget of \$45,000. The price assumes up to 7 nights hotel accommodation, ground transportation, meals, airfare, parking and incidentals, all subject to SCAG's allowable travel expense rates and requirements. For any additional international travel authorized by the Executive Director related to the Olympic Games, additional funds will be needed to cover travel expenses. Funding will be allocated from SCAG's General Fund, Project Number 800-0160.01. Per SCAG Travel Policy, foreign travel requires Regional Council approval.



**FISCAL IMPACT:**

The proposed expenditure of approximately \$45,000, and the expenditure of additional funds to cover travel expenses for any additional international travel related to the Olympics authorized by the Executive Director, will be allocated from the General Fund, Project Number 800-0160.01.



**AGENDA ITEM 14**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** David Angel, Legislative Affairs Analyst  
(213) 630-1422, angel@scag.ca.gov

**Subject:** June 2024 State and Federal Legislative Update

*Kome Ajise*

**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**

**Governor Newsom Releases “May Revise” State Budget**

In January, Governor Gavin Newsom and the CA Legislative Analyst’s Office (LAO) released projections of a state budget deficit estimated to be between \$38 billion and \$73 billion. On May 15, 2024, the Governor released his revised budget. The May Revise largely adds new cuts, delays, reserve withdrawals, and the budget provisions from AB 106, an early action budget bill agreed upon by the Governor and legislative leadership that would reduce the budget deficit by approximately \$17.3B. Governor Newsom’s revised balanced state budget cuts one-time spending by \$19.1 billion and ongoing spending by \$13.7 billion through 2025-26, including through a nearly 8 percent cut to state operations and a targeted elimination of 10,000 unfilled state positions. The proposed May budget plan amounts to \$288.1 billion, of which \$201 billion is General Fund spending.

Notably, for SCAG, the Governor still maintains the cuts to the Regional Early Action Planning (REAP) grant program, the Active Transportation Program (ATP), and the Infill Infrastructure Grant (IIG). The Governor additionally plans to reduce ATP by \$300 million in 2025-26 and \$99 million in 2026-27, making it increasingly difficult to use state funds for active transportation projects.

As part of California’s annual budget process, the legislature must pass the final budget bill by June 15. The Governor will then have until July 1, the start of the new fiscal year, to sign the budget bill into law. Staff will continue to provide budget updates, which will include state revenues that will



allow the state legislature and the Governor to finalize budget negotiations. A summary of the May Revise prepared by Cruz Strategies is attached to this report.

### **SCAG Continues Sacramento Advocacy with “Strike Teams”**

Due to the significant lifts of SCAG’s legislative priorities this year, SCAG leadership coordinated a second “Strike Team” to Sacramento on April 24, 2024. The purpose of the trip was to continue to advocate for the protection of the REAP 2.0 programs and enlist support for AB 2485, SCAG’s RHNA reform legislation. On this one-day trip to Sacramento, Second Vice President Ray Marquez (Chino Hills) and Regional Council (RC) members Jan Harnik (Palm Desert) and Frank Yokoyama (Cerritos) participated along with Legislative Affairs Manager Kevin Gilhooley. The group met with Senate Majority Leader Lena Gonzalez (D-Long Beach), senators Josh Newman (D-Fullerton) and Bob Archuletta (D-Pico Rivera); Assemblymembers Mike Gipson (D-Los Angeles) and Tri Ta (R-Westminster); and staff to assemblymembers Isaac Bryan (D-Culver City) and Phil Chen (R-Yorba Linda).

### **Update on SCAG-Sponsored RHNA Reform Bill AB 2485 (Carrillo)**

On April 17, 2024, RC members Patricia Lock Dawson (Riverside) and José Luis Solache (Lynwood), Chair and Vice Chair of the Legislative/ Communications and Membership Committee, respectively, testified in support of Assembly Bill (AB) 2485 (J. Carrillo) at an Assembly Housing and Community Development Committee hearing. The bill passed the Committee with eight “yes” votes, zero “no” votes, and one abstention.

AB 2485 is SCAG’s sponsor bill to increase transparency measures concerning the RHNA determination. AB 2485 would establish procedures for HCD to publish the data sources, analyses, and methodology used in the development of a given region’s RHNA determination on its internet website. Secondly, the bill would require HCD to convene a panel of experts to advise HCD on its data sources, analyses, and methodology used in the development of a given region’s RHNA determination. The panel would include a U.S. Census Bureau-affiliated practitioner, an expert in the region’s demographics, and a representative from the Council of Governments in question. While AB 2485 did pass, some Committee Members felt that the membership of the panel of experts needed to be clarified. Since the hearing, SCAG staff, staff to Assemblymember Juan Carrillo, and the office of Legislative Counsel collaborated on language to address this concern. Pending the approval of the author, the following clarifying language is expected to be in print soon:

- For the first expert, the U.S. Census Bureau affiliated practitioner would be clarified as “A U.S. Census Bureau affiliated practitioner who practices in demographic data.” This clarification encompasses those contracted by the U.S. Census Bureau in addition to the Bureau’s own representatives.

- The second expert would be clarified as, “A technical expert with a graduate degree in demographics or related field in the data described in subparagraphs (A) to (I), inclusive, of paragraph (1)” which will provide a guideline for who is considered to be a technical expert in the data in question.

In addition to the hearing in the Assembly Housing and Community Development Committee, AB 2485 was referred to the Assembly Committee on Local Government. Because of AB 2485’s success at its first hearing, the bill was passed in the Assembly Local Government Committee on April 24, 2024, as part of that Committee’s consent calendar for that day.

AB 2485 was then referred to the Assembly Appropriations Committee, where it was approved unanimously on May 16, 2024. In their analysis, the committee notes that HCD estimates compliance with the bill would cost an estimated \$200,000 annually out of the General Fund for one staff position to accommodate the additional workload. Duties would include convening and moderating advisory panels for 20 Councils of Governments (COGs), documenting HCD’s determinations, and coordinating updates to the department’s website.

The bill was heard on the Assembly floor on May 22, where it was passed unanimously, and is now headed to the Senate for committee assignment.

## FEDERAL

### **California Transportation Congressional Reception and SCAG DC Advocacy Meetings**

President Curt Hagman led a small delegation of SCAG leadership to Washington, D.C. from Tuesday, May 14, 2024, through Thursday, May 16, 2024, to advocate for SCAG’s federal legislative priorities, including:

- 1) Provide additional funding for the Pathways to Removing Obstacles to Housing (PRO Housing) program,
- 2) Provide funding for the Active Transportation Infrastructure Investment Program (ATIIP),
- 3) Provide funding for the Healthy Streets Program (HSP),
- 4) Provide funding for the Affordable Connectivity Program (ACP), and
- 5) Support planning needs for the upcoming 2028 Summer Olympic and Paralympic Games.

Additionally, SCAG provided updates on South Coast AQMD and CARB’s 2019 Contingency Measure Plan, SCAG’s Highways to Boulevards Regional Study, SCAG’s \$12 million planning and demonstration grant from the Department of Transportation’s “Safe Streets for All” program, and SCAG’s pending Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application to update our existing “Comprehensive Goods Movement Plan and Implementation Strategy.”

President Hagman was joined by First Vice President Cindy Allen (Long Beach), Second Vice President Ray Marquez (Chino Hills), and Legislative/ Communications & Membership Committee (LCMC) Vice Chair José Luis Solache (Lynwood).

The advocacy trip began with a series of meetings with key federal agencies and legislative staff on May 14, including representatives from the U.S. Department of Housing and Urban Development, staff to the Subcommittee on Highways and Transit for the House Transportation & Infrastructure Committee, staff to Senator Alex Padilla, staff to Representative Adam Schiff (D-Burbank), and staff to Governor Gavin Newsom's Office of Federal Affairs.

The following day, the delegation continued its advocacy with the following Members of Congress and agency staff:

- Representative Pete Aguilar (D-Redlands)
- Representative Robert Garcia (D-Long Beach)
- Representative Young Kim (R-Yorba Linda)
- Representative Jay Obernolte (R-Big Bear Lake)
- Representative Michelle Steel (R-Cypress)
- Representative Mark Takano (D-Riverside)
- Representative Norma Torres (D-Pomona)
- The Office of Representative Grace Napolitano (D-El Monte)
- The Office of Representative Adam Schiff (D-Burbank)
- The Office of Senator Alex Padilla (D-California)
- Representatives from the House Transportation & Infrastructure Committee
- Representatives from the U.S. Environmental Protection Agency
- Representatives from the U.S. Department of Housing and Urban Development
- Director of Federal Affairs, Office of Governor Gavin Newsom

The day concluded with attendance to SCAG's annual California Congressional Transportation Reception, co-hosted with the Metropolitan Transportation Commission (MTC). The time-honored event, held in the House Transportation and Infrastructure Committee Room, brings together California's transportation leaders and stakeholders in the nation's capital to network and discuss issues of key importance to California's transportation and infrastructure needs. The reception drew over three hundred attendees, including members of California's Congressional delegation, as well as legislative and committee staff. California Senator Alex Padilla, House Speaker Emerita Nancy Pelosi, and House Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-Washington State) were the guest speakers.

Concurrently, members of the SCAG delegation had the opportunity to participate in the Coalition for America's Gateways and Trade Corridors (CAGTC) Annual Meeting, also held on Wednesday,

May 15, 2024. The reception brings together the nation's foremost freight policy leaders dedicated to timely discussions, networking, and freight infrastructure advocacy. Conversations centered around the next iteration of the Infrastructure Investment and Jobs Act, planning for future supply chain issues, and understanding current and future federal funding cycles.

SCAG's 2024 Federal Priorities leave-behind is included in this report.

### **President Biden Signs FAA Reauthorization Bill into Law**

On May 15, 2024, the House approved the Federal Aviation Administration (FAA) Reauthorization Act of 2024, otherwise known as H.R. 3935. This comes after four short-term extensions were passed by Congress to extend their time on this bill. H.R. 3935 seeks to improve FAA efficiency and operations, grow the aviation workforce, invest in airport infrastructure, and authorize the National Transportation Safety Board (NTSB), among other provisions. President Biden signed H.R. 3935 into law on May 16, 2024.

### **SCAG 2024 Federal Priorities**

SCAG Legislative staff finalized the agency's federal priorities, which they utilized when conducting meetings with elected members of our federal delegation and key agency staff in conjunction with our attendance at various conferences and events, including at the annual California Congressional Transportation Reception. A list of priorities is included below:

#### **1. Pathways to Removing Obstacles to Housing (PRO Housing)**

PRO Housing is a competitive grant program providing funding to local and regional governments for the identification and removal of barriers to affordable housing production and preservation. The program was created by Congress in FY 2023 and received \$100 million in the FY 2024 budget. Additionally, it was included in the President's FY 2025 budget with a request for up to \$100 million. Long term, Metropolitan Planning Organizations need increased federal partnerships to conduct regional housing planning to address housing needs for all economic segments of the community.

#### **2. Active Transportation Infrastructure Investment Program (ATIIP)**

The ATIIP provides funding for pedestrian and bicycle facilities that strategically connect active transportation networks to the essentials of everyday life. It was authorized under the bipartisan Infrastructure Investment and Jobs Act (IIJA) and serves a critical role in reducing greenhouse gas emissions, increasing public health, and making a community a more enjoyable place to live, work, and play. The program is subject to appropriations and received \$45 million in FY 2023.

#### **3. Healthy Streets Program (HSP)**

The HSP provides funding for cool and porous pavements and to expand tree canopies to address urban heat islands, improve air quality, and reduce stormwater runoff. It was authorized under the bipartisan Infrastructure Investment and Jobs Act (IIJA) and likewise serves a critical role in reducing

greenhouse gas emissions, improving public health, increasing the quality of life for community members, and making a community more resilient to a changing climate. The program is subject to appropriations and has yet to receive funding.

4. Affordable Connectivity Program (ACP)

The ACP is a Federal Communications Commission (FCC) benefit program that provides a discount of up to \$30 per month toward internet service for low-income households and up to \$75 per month for households on tribal lands. Created under the Bipartisan Infrastructure Law with an initial investment of \$14 billion, the program has stopped accepting new enrollments due to a lack of funding. The President’s FY 2025 budget includes a supplemental request for \$6 billion to continue this critical program. SCAG received a \$500,000 grant from the FCC in March of 2023 to conduct outreach and encourage participation in the ACP. These outreach efforts are on hold until the ACP receives additional funding.

5. 2028 Summer Olympic and Paralympic Games

The 2028 Summer Olympic and Paralympic Games will require a regional approach to address the transportation infrastructure opportunities and challenges the games will present to our region, with venue locations confirmed throughout Southern California. Funding is needed to support capital infrastructure, clean fleet initiatives, security planning, and transit and roadway operations in a manner that is regionally equitable to prepare Southern California to host the games.

**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
Strategic Innovation for Revenue Collection (SIRC) Program	May 27, 2024	Federal Highway Administration
Active Transportation Infrastructure Investment	June 17, 2024	Federal Highway Administration
Bridge Investment Program – Bridge Projects	November 2024	Federal Highway Administration
Bridge Investment Program – Large Bridges	August 1, 2024	Federal Highway Administration

Bridge Investment Program – Planning Grants (Round 3)	October 2024	Federal Highway Administration
PROTECT Grant Program	NOFO Expected Q2 2024	Federal Highway Administration
Transportation Access Pilot Program	June 4, 2024	Federal Highway Administration
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	May 28, 2024	Federal Rail Administration
Passenger Ferry Grant Program and Ferry Service for Rural Communities Program	June 17, 2024	Federal Transit Administration
Choice Neighborhoods Planning Grants	June 10, 2024	Housing and Urban Development
Preservation and Reinvestment Initiative for Community Enhancement (PRICE) Competition	July 10, 2024	Housing and Urban Development
Strengthening Mobility & Revolutionizing Transportation (SMART) Grants Program	July 12, 2024	U.S. Department of Transportation
Safe Streets & Roads for All (SS4A) Program	August 29, 2024	U.S. Department of Transportation

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 2024-25 May Revise Summary - Cruz Strategies
2. SCAG 2024 Federal Legislative Priorities Flyer



## Governor's 2024-2025 May Revise Summary

May 10, 2024

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On May 10, Governor Newsom released the May Revision to his proposed fiscal year 2024-2025 budget. Following an [underwhelming first quarter](#) of returns, including a sluggish April income tax season the revised budget addresses a \$28 billion deficit though the figure grows significantly as discretionary decisions and future fiscal years are taken into account.

While the legislature and Governor agreed upon a [set of early actions](#) to reduce the budget deficit by \$17 billion, the remaining hole will require much more difficult decisions to fill. The May Revise largely adds new cuts, delays, and reserve withdrawals to the January budget plan.

Front and center of the multi-year budget deficits are the several competing state priorities that are at risk: housing, homelessness, climate change, and expanded safety net programs. Moreover, the sizable deficit has also placed downward pressure on K-12 and higher education spending aimed at supporting more equitable outcomes.

The May Revise lacks information on the use of Proposition 1 funds (behavioral health bond); however, the Governor noted in his press conference that he plans to announce major new programs in coming weeks.

The proposed May budget plan amounts to \$288.1 billion, of which \$201 billion is General Fund spending.

### Highlights by Issue Areas

Below, we have included proposals of interest or significance in the Governor's revised budget broken down by subject area. A link to the full May Revise summary is included [here](#).

#### Criminal Justice/Public Safety

- **Department of Justice Law Enforcement and Legal Services Reductions—**Reducing \$10 million ongoing for the Division of Law Enforcement and \$5 million ongoing for the Division of Legal Services.
- **Medication Assisted Treatment Grants—**Reducing \$10.5 million in 2023-24 for competitive grants to counties to use for various purposes relating to the treatment of substance use disorders and the provision of medication-assisted treatment.
- **Post Release Community Supervision—**Reducing \$4.4 million one-time in 2024-25 to eliminate funding provided to county probation departments for the temporary increase in the number of offenders released from prison to Post Release Community Supervision pursuant to Proposition 57, the Public Safety and Rehabilitation Act of 2016.
- **Adult Reentry Grant—**Reducing \$54.1 million in 2023-24 and \$57 million one-time in outyears that was proposed to be delayed in the Governor’s Budget.

**Health and Human Services**

- **Healthcare Workforce Reduction—**Eliminating \$300.9 million in 2023-24, \$302.7 million in 2024-25, \$216 million in 2025-26, \$19 million in 2026-27, and \$16 million in 2027-28 for various healthcare workforce initiatives including community health workers, nursing, social work, Song-Brown residencies, Health Professions Career Opportunity Program, and California Medicine Scholars Program.
- **Managed Care Organization (MCO) Tax—**Reducing \$6.7 billion over multiple years from the Medi-Cal provider rate increases planned for January 1, 2025, as well as Graduate Medical Education and Medi-Cal labor workforce.
- **Behavioral Health Continuum Infrastructure Program—**Eliminating \$450.7 million one-time from the last round of the Behavioral Health Continuum Infrastructure Program, while maintaining \$30 million one-time General Fund in 2024-25.
- **Behavioral Health Bridge Housing Program—**Reducing \$132.5 million in 2024-25 and \$207.5 million in 2025-26 for the Behavioral Health Bridge Housing Program, while maintaining \$132.5 million General Fund in 2024-25 and \$117.5 million (\$90 million Mental Health Services Fund and \$27.5 million General Fund) in 2025-26.
- **Elimination of Public Health Funding—**Eliminating \$52.5 million in 2023-24 and \$300 million ongoing for state and local public health.



- **Foster Care Permanent Rate Structure**—Including statutory language that would make the proposed foster care rate structure subject to a trigger-on, based on the availability of the General Fund in spring 2026.
- **CalWORKs Home Visiting Program**—Reducing \$47.1 million ongoing for the CalWORKs Home Visiting Program.
- **CalWORKs Mental Health and Substance Abuse Services**—Reducing \$126.6 million ongoing for the CalWORKs Mental Health and Substance Abuse Services.
- **In-Home Supportive Services for Undocumented Individuals**—Reducing \$94.7 million ongoing by eliminating the In-Home Supportive Services (IHSS) undocumented expansion coverage for all ages.

### Housing & Homelessness

- **Homeless Housing, Assistance and Prevention (HHAP) Round 5 Grant Program**—Reducing \$260 million one-time in 2025-26 for HHAP Round 5 supplemental grant funding.
- **Regional Early Action Planning (REAP) Grant 2.0** — Maintains January budget cut.
- **Multifamily Housing Program**—Eliminating the remaining \$75 million in 2023-24 for this program, in addition to the \$250 million proposed at Governor's Budget.
- **Adaptive Reuse Program**—Reducing \$127.5 million in 2023-24, which will eliminate the program.
- **Foreclosure Intervention Housing Preservation Program**—Eliminating the remaining \$236.5 million in 2023-24 for this program, in addition to the \$237.5 million proposed at Governor's Budget, which would result in the elimination of the program.

### Transportation

- **Active Transportation Program**—Reducing \$300 million in 2025-26 and \$99 million in 2026-27 for funds appropriated for active transportation grants.
- **Transit**—Shifting \$555.1 million from the General Fund to the Greenhouse Gas Reduction Fund above what was proposed in the Governor's Budget, for a total of \$1.3 billion in proposed fund shifts for transit. The May Revision also reduces \$148 million not used for awarded projects from the Competitive Transit and Intercity Rail Capital Program and maintains 96 percent of the Competitive

Transit and Intercity Rail Capital Program (\$3.5 billion of the originally planned \$3.65 billion).

## Infrastructure

- **Capitol Annex Project**—Shifting \$700 million over two years from the State Project Infrastructure Fund to the General Fund and implementing statutory changes that would support the construction of the Capitol Annex Projects with lease revenue bond financing.
- **Water Storage**—Reducing \$500 million one-time in 2025-26 to support water storage facilities. Proposition 1 of 2014 dedicated \$2.7 billion for investments in water storage projects, and significant funding is still available for this purpose.
- **Middle Mile Broadband Initiative (MMBI)**—Modifying the MMBI Budget Change Proposal requesting \$250 million in 2024-25, and \$1.25 billion in 2025-26, and instead adds provisional language to allow the Director of Finance to augment MMBI's budget by up to \$1.5 billion upon notification to the Joint Legislative Budget Committee. This is in addition to the \$3.9 billion in funding already budgeted for the project.

## Energy & Climate Change

- **Cap and Trade Fund Shifts**—Shifting \$1.7 billion in 2024-25 from the General Fund to the Greenhouse Gas Reduction Fund for various climate programs. Over the next five years, the May Revision includes shifting \$3.6 billion from the General Fund to the Greenhouse Gas Reduction Fund, including transit programs, clean energy programs, zero-emission vehicle programs, and nature-based solutions programs.
- **Outdoor Equity Grants**—Reducing \$50 million one-time in 2023-24 for outdoor environmental education and access programs administered through the Outdoor Equity Grants Program under Chapter 675, Statutes of 2019 (AB 209). Approximately \$40 million has already been committed for this purpose.
- **Air Pollution Control Fund Loan**—Providing a budgetary loan of \$300 million from the fund balance of the Air Pollution Control Fund to the General Fund.
- **Clean Energy Reliable Investment Plan (CERIP)**—Shifting the remaining \$900 million for this program to Greenhouse Gas Reduction Fund over multiple years, beginning in 2025-26.
- **Vulnerable Community Toxic Clean-up**—Reducing \$136 million in 2023-24 (\$268.5 million over four years) for the Department of Toxic Substances Control's

Cleanup in Vulnerable Communities Initiative Program. The May Revision maintains \$65 million (\$107.5 million over three years) for this program through a fund shift to the Greenhouse Gas Reduction Fund.

- **Habitat Conservation Fund**—Reverting \$45 million one-time in 2023-24 and reducing \$20 million ongoing starting in 2024-25 by accelerating the sunset date for the Habitat Conservation Fund, which is currently scheduled to sunset in 2030.

### Higher Education

- **Cal Grant Reform**—Not included in the May Revision.
- **Golden State Teacher Grant Program**—Reducing \$60.2 million one-time support for the Golden State Teacher Grant Program. Combined with a technical adjustment, \$50 million one-time support for this program would remain.
- **Middle Class Scholarship Program**—Reducing \$510 million ongoing support for the Middle Class Scholarship program. Combined with a technical adjustment, \$100 million ongoing support for this program would remain.

### K-12 & Early Childhood Education

- **Use of Public School System Stabilization Account**—Withdraws approximately \$8.4 billion to maintain predictable support for local educational agencies and community college districts.
- **Reduction in Prop 98 per-pupil spending** —Reduced per-pupil spending from \$17, 653 to \$17,502.
- **School Facilities Aid Program**—Eliminating the remaining \$375 million one-time in planned support for the School Facilities Aid Program. The Early Action package previously reduced a planned investment of \$875 million one-time General Fund by \$500 million one-time General Fund.
- **Golden State Teacher Grant Program**—Reducing \$60.2 million one-time support for the Golden State Teacher Grant Program. Combined with a technical adjustment, \$50 million one-time support for this program would remain.
- **California Preschool, Transitional Kindergarten and Full-Day Kindergarten Facilities Grant Program**—Reducing a planned 2025-26 investment of \$550 million that would have supported the California Preschool, Transitional Kindergarten, and Full-Day Kindergarten Program. Such an investment could be

considered for inclusion in education facilities bond proposals being contemplated by the Legislature.

### **Labor & Workforce Development**

- **Women In Construction**—Reducing \$10 million on an ongoing basis, in addition to the \$5 million ongoing reduction proposed at Governor’s Budget, which would result in the elimination of the program.
- **California Competes Grant Program**—Eliminating \$60 million one-time provided in the Governor’s Budget to extend the California Competes Grant program for an additional year in 2024-25.
- **California Jobs First**—Reducing \$150 million (\$50 million annually from 2024-25 through 2026-27) for the California Jobs First Program, an inter-agency partnership to support resilient, equitable, and sustainable regional economies.

## CONTACT

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## ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans, including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans.

SCAG is governed by an 86-member board of directors known as the Regional Council whose membership includes local and county elected officials. Additionally, SCAG Bylaws provide for representation of Native American tribes, air quality districts and the Transportation Corridor Agencies on the Regional Council and policy committees.

In addition to the six counties and 191 cities that make up the SCAG region, SCAG works in partnership with six county transportation commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties.



Southern California Association of Governments  
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PLEASE RECYCLE 24-00072024.05.08



# 2024 FEDERAL LEGISLATIVE PRIORITIES

Attachment: SCAG 2024 Federal Legislative Priorities Flyer (June 2024 State and Federal Legislative

# SCAG'S FEDERAL LEGISLATIVE PRIORITIES

## CRITICAL SCAG REGION UPDATES

### South Coast Air Quality Management District (AQMD) 2019 Contingency Measure Plan Update

On February 2, 2024, the U.S. EPA proposed a disapproval of South Coast AQMD's 2019 Contingency Measure Plan (Plan). The Plan, which covers all of Orange County and urban areas within Los Angeles, Riverside and San Bernardino counties, identifies that 64 percent of the needed emission reductions would originate from federally-regulated sources (e.g., ships, locomotives, aircraft and ocean-going vessels) subject solely to federal control, and proposes the federal government take responsibility for them.

Should the full disapproval be finalized as proposed, the U.S. EPA action would set in motion a 24-month highway sanction clock, prompting the development of a federal air plan in the South Coast Air Basin with no current pathway for the sanction clocks to stop. This would have the potential to impact up to tens of billions of dollars' worth of nonexempt highway projects, preventing them from receiving federal

approval or funding to move forward, while infringing on critical aspects of regional transportation planning, programming and project delivery, including the ability to deliver key transportation-related infrastructure improvements and upgrades needed ahead of the 2026 FIFA World Cup and LA 2028 Summer Olympic and Paralympic Games.

SCAG and Southern California's six county transportation commissions urge the U.S. EPA to work with state and local air regulators, transportation planning partners and SCAG to find alternatives to disapproving the Plan, in full or in part, by recognizing, taking action and delivering its fair share of emission reductions from federal emissions sources.

Additionally, SCAG urges the Congress to provide funding to assist the U.S. EPA in addressing these federal emissions sources.

### Highways to Boulevards Regional Study Update

In 2022, the late U.S. Senator Dianne Feinstein (D-California) and U.S. Senator Alex Padilla (D-California) demonstrated exemplary leadership by securing \$480,000 in Community Project Funding for SCAG's Highways to Boulevards Study.

Through the study, SCAG will identify opportunities to reconnect communities by removing, retrofitting or mitigating transportation facilities, such as highways or railways, that create barriers to community connectivity, including mobility, access and economic development. Additional study goals include:

- Offering a path for communities to reknit by removing, retrofitting or mitigating transportation facilities to better serve their communities.
- Providing a framework to identify and evaluate potential transportation facilities to reconnect communities and provide more multi-modal travel options.
- Focusing on facilities that intersect with Priority Equity Communities.
- Positioning the region to compete for federal funds.

The study area includes the entire six-county SCAG region.

SCAG created the Highways to Boulevards Regional Study Project Advisory Committee to help shape the study's vision, goals and methodology for identifying corridors for future conceptual design. The group, comprised of staff from cities, counties and councils of governments, held its first meeting on January 30, 2024. SCAG will engage stakeholders from across the region through April 2025.

SCAG expresses our gratitude for this critical funding that helps us achieve our equity and mobility goals.

SCAG maintains a Federal and State Legislative Platform, which consists of the Regional Council's positions on policy and legislative initiatives related to SCAG's core planning and policy areas—community, economy, environment, and mobility— and which need the leadership and support of Congress and the California State Legislature to resolve challenges facing the SCAG region.

The following are SCAG's five top priorities for the 118th Congress:

### 1 Pathways to Removing Obstacles to Housing (PRO Housing)

PRO Housing is a competitive grant program providing funding to local and regional governments for the identification and removal of barriers to affordable housing production and preservation. The program was created by Congress in FY 2023 and received \$100 million in the FY 2024 budget. Additionally, it was included in the President's FY 2025 budget with a request for up to \$100 million. Long term, Metropolitan Planning Organizations need increased federal partnership to conduct regional housing planning to address housing needs for all economic segments of the community.

### 2 Active Transportation Infrastructure Investment Program (ATIIP)

The ATIIP provides funding for pedestrian and bicycle facilities that strategically connect active transportation networks to the essentials of everyday life. It was authorized under the bipartisan Infrastructure Investment and Jobs Act (IIJA) and serves a critical role in reducing greenhouse gas emissions, increasing public health, and making a community a more enjoyable place to live, work and play. The program is subject to appropriations and received \$45 million in FY 2023.

### 3 Healthy Streets Program (HSP)

The HSP provides funding for cool and porous pavements and to expand tree canopies to address urban heat islands, improve air quality and reduce stormwater runoff. It was authorized under the bipartisan Infrastructure Investment and Jobs Act (IIJA) and likewise serves a critical role in reducing greenhouse gas emissions, improving public health, increasing quality of life for community members, and making a community more resilient to a changing climate. The program is subject to appropriations and has yet to receive funding.

### 4 Affordable Connectivity Program (ACP)

The ACP is a Federal Communications Commission (FCC) benefit program that provides a discount of up to \$30 per month toward internet service for low-income households and up to \$75 per month for households on tribal lands. Created under the Bipartisan Infrastructure Law with an initial investment of \$14 billion, the program has stopped accepting new enrollments due to lack of funding. The President's FY 2025 budget includes a supplemental request for \$6 billion to continue this critical program. SCAG received a \$500,000 grant from the FCC in March of 2023 to conduct outreach and encourage participation in the ACP. These outreach efforts are on hold until the ACP receives additional funding.

### 5 2028 Summer Olympic and Paralympic Games

The 2028 Summer Olympic and Paralympic Games will require a regional approach to address the transportation infrastructure opportunities and challenges the games will present to our region, with venue locations confirmed throughout Southern California. Funding is needed to support capital infrastructure, fleet initiatives, security planning, and transit and roadway operations in a manner that is regionally equitable to prepare Southern California to host the games.





**AGENDA ITEM 15**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Rongsheng Luo, Planning Supervisor  
(213) 236-1994, [luo@scag.ca.gov](mailto:luo@scag.ca.gov)  
**Subject:** Update on U.S. Environmental Protection Agency's Proposed Action on  
South Coast Air Quality Management District's Plan to Meet the 1997  
Ozone Standard

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR TC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR RC, EAC AND EEC:**

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. Dr. Sarah Rees, Deputy Executive Officer of the South Coast AQMD, will provide an update regarding the EPA's proposed action, including background on the need for federal actions to reduce emissions and potential pathways forward.*

**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.").

## II. Proposed Consent Decree

On January 18, 2024, EPA published a notice of proposed consent decree in the Federal Register (<https://www.govinfo.gov/content/pkg/FR-2024-01-18/pdf/2024-00827.pdf>). The proposed consent decree is to address the 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. In response to public comments, the July 1, 2024 deadline has been extended to July 31, 2024. 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 proposed consent decree is scheduled to be finalized by July 31, 2024, 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 (<https://www.govinfo.gov/content/pkg/FR-2024-02-02/pdf/2024-02082.pdf>). In 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. The deadline for EPA to finalize the proposed action has also been extended to July 31, 2024.

#### IV. 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 31, 2024, and the underlying deficiencies are not resolved within the 24-month highway sanction clock period, imposition of highway sanction is anticipated around August 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.

V. 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.

VI. SCAG's Effort to Address the Proposed SIP Disapproval

SCAG staff at all levels takes the potential highway sanction from the EPA proposed disapproval very seriously and has been actively tracking, evaluating, reporting on, and addressing the proposed disapproval in collaboration with the management, legal, and planning staff of EPA, the South Coast AQMD, as well as the four County Transportation Commissions within the South Coast AQMD jurisdiction. As part of the effort, SCAG staff submitted two separate comment letters to EPA to request a 30-day extension of the public comment period on the proposed consent decree and on the proposed SIP disapproval, respectively. As noted above, both public comment periods were subsequently extended by one month.

SCAG President Curt Hagman led a small delegation to Washington, D.C. from Tuesday, May 14, through Thursday, May 16, to advocate for SCAG's federal legislative priorities. Included in those priorities was an update on South Coast AQMD and CARB's 2019 Contingency Measure Plan (Plan). Joined by SCAG's First Vice President Cindy Allen, Second Vice President Ray Marquez, Legislative/Communications and Membership Committee Vice Chair José Luis Solache, Executive Director Kome Ajise, Chief Operating Officer Darin Chidsey, Chief Government and Public Affairs Officer Javiera Cartagena, Legislative Affairs Manager Kevin Gilhooley, and Senior Legislative Affairs Analyst Francisco Barajas, the delegation was able to meet with key federal agencies, Congressional representatives and staff. Meetings where the EPA's proposed action were discussed directly included Mr. Joseph Goffman with the U.S. Environmental Protection Agency, Representatives Pete Aguilar, Robert Garcia, Young Kim, Jay Obernolte, Michelle Steel, Mark Takano, and Norma Torres,



the offices of Representatives Grace Napolitano and Adam Schiff, and the office of Senator Alex Padilla.

Additionally, SCAG has been working with Mobility 21, a coalition of public, business, and community stakeholders pursuing regional solutions to the transportation challenges facing Southern California, as they prepared for their Washington, D.C. advocacy trip from June 4 through June 5. As part of our collaborative efforts, we worked with the group to have an update on the Plan included in their leave behind for discussion during meetings with agency and Congressional representatives.

Staff will provide periodic updates to RC, EAC, 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).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Update on USEPA Proposed Action on South Coast AQMD 2019 Contingency Measure Plan

# Update on U.S. EPA's Proposed Action on South Coast AQMD's Plan to Meet the 1997 Ozone Standard

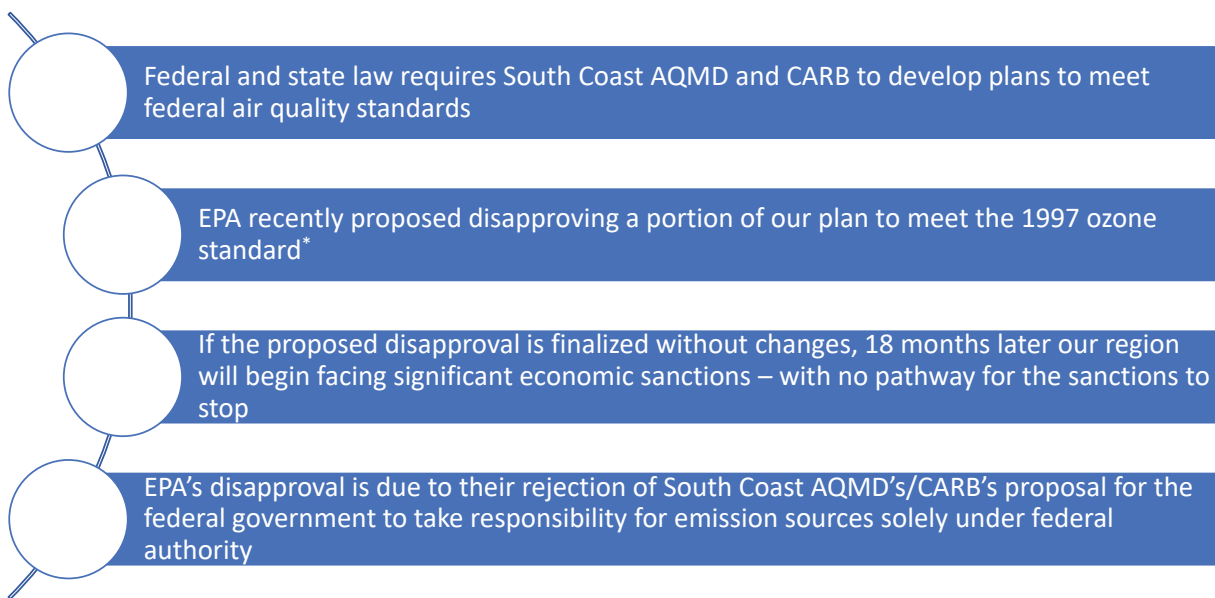
SCAG Transportation Committee Meeting

June 6, 2024

Sarah Rees, Ph.D.  
Deputy Executive Officer  
South Coast Air Quality Management District



## Overview



\* 89 FR 7320, <https://www.federalregister.gov/documents/2024/02/02/2024-02082/air-plan-disapproval-california-los-angeles-south-coast-air-basin-1997-8-hour-ozone>

# Background

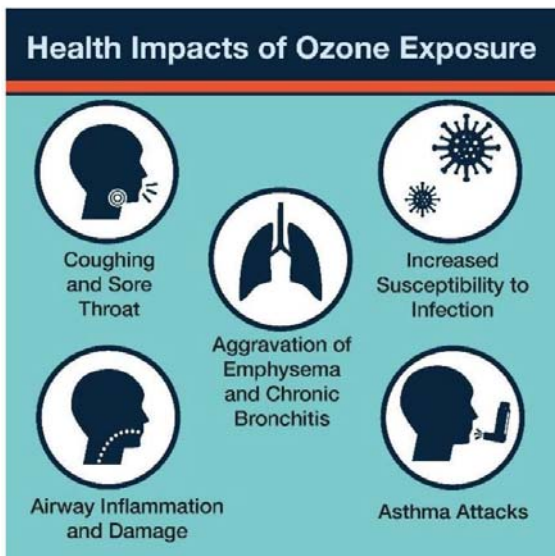
- Under the Clean Air Act, U.S. EPA sets multiple health-based air quality standards that all areas of the country must meet on specified timelines
- In 2017, South Coast AQMD and CARB submitted a plan to meet the federal 1997 ozone standard by the attainment date in 2023
  - Key pollutant = Nitrogen Oxides (NOx)
- The plan relied on flexibility within the Clean Air Act to define specific actions in the future
  - Called 182(e)(5) or 'black box' measures
- In 2019, South Coast AQMD and CARB developed a required, supplemental Contingency Measure Plan to address the 'black box'



Contingency Measure Plan

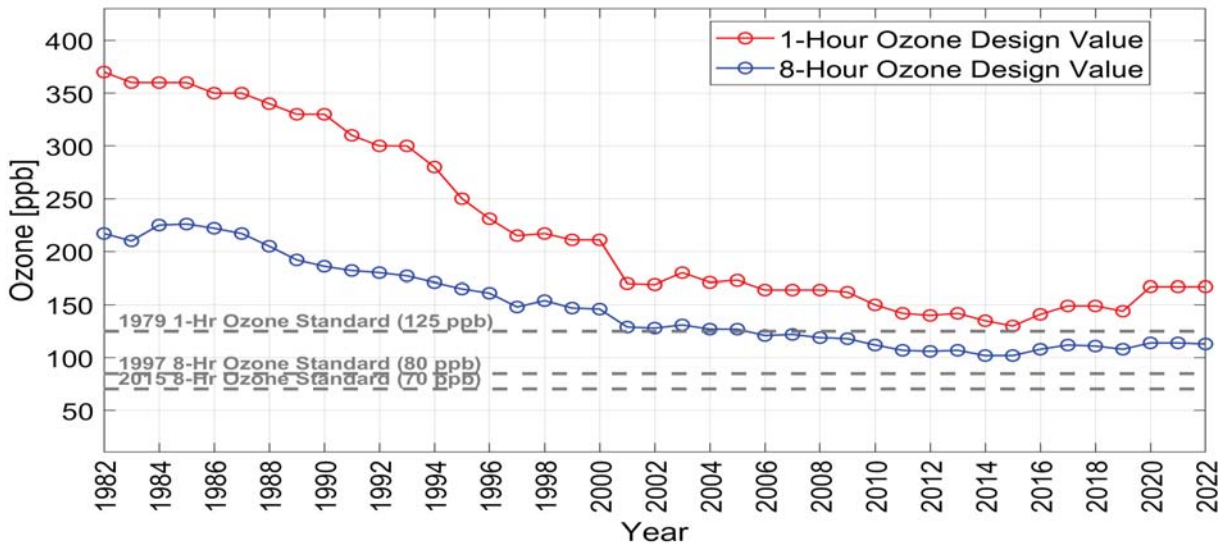


# Health Effects of Ozone

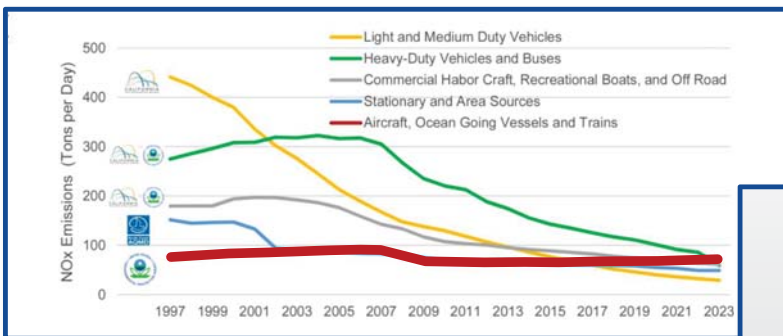


- Clean Air Act requires air quality standards to be solely based on protection of public health
- Attaining air quality standards in our region would avoid:
  - 1,600 premature deaths per year
  - More than \$19 billion per year in monetized public health impacts

# Ozone Trends in the South Coast Air Basin

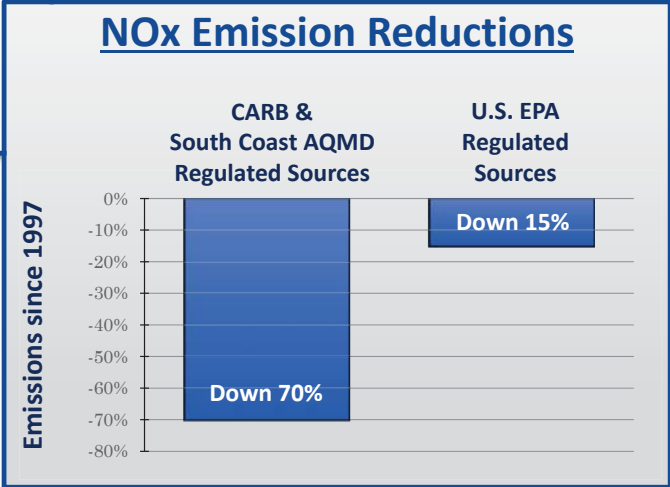


## NOx Emissions and the Importance of Federal Sources



Nitrogen oxides (NOx) are most important contributor to ozone

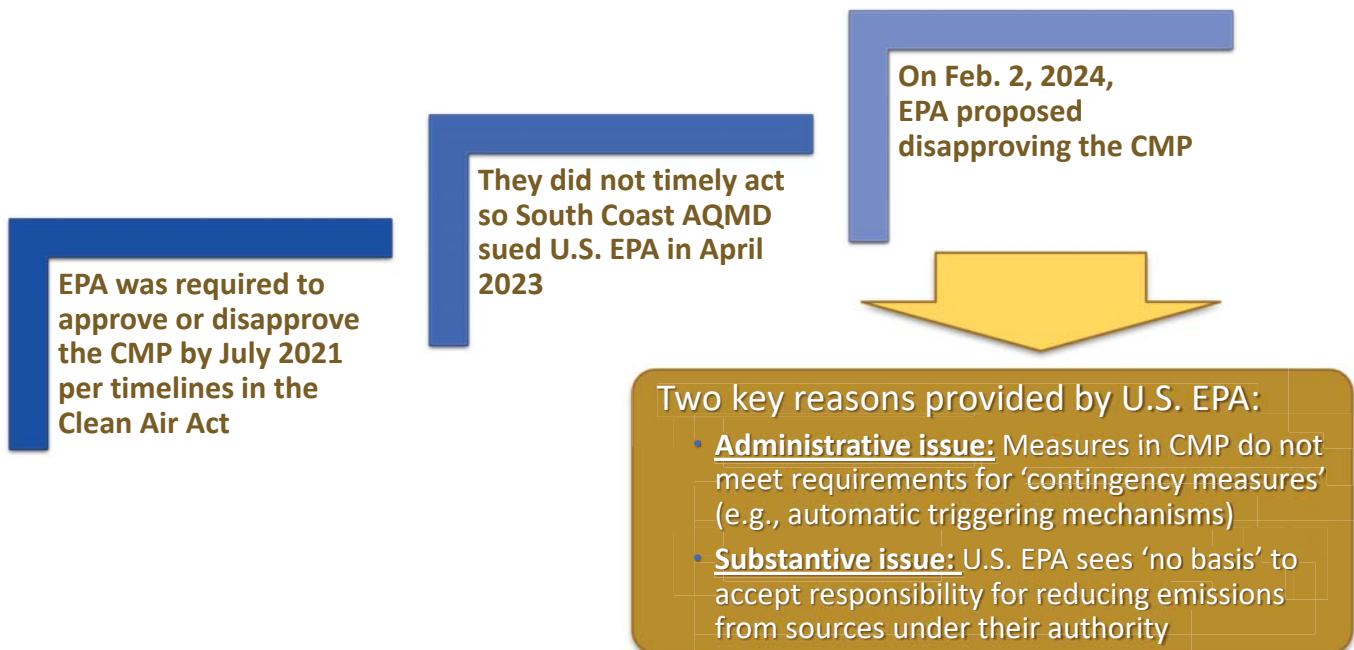
Over 80% of NOx in our region is from mobile sources



# Contingency Measure Plan (CMP)


- Proposed approach in CMP required all three agencies (U.S. EPA, CARB, South Coast AQMD) to reduce emissions from sources within each agency's authority
- Almost 2/3<sup>rd</sup> of needed emission reductions are under federal authority
  - U.S. EPA was asked to address these emission sources in the CMP
    - Specific potential approaches were included in CMP
  - Precedent exists for U.S. EPA to accept this responsibility

## U.S. EPA Proposed Action





# Two Types of Consequences Mandated by Federal Clean Air Act

1. Planning deficiencies (e.g., disapproval of a plan, failure to submit a plan, etc.)
  - **Sanction 1: Permit emission reduction offsets increase from 1.2:1 to 2:1**  
[18 months after EPA finding]
  - **Sanction 2: Prohibition on federal highway funding (except safety and transit)**  
[24 months after EPA finding]
  - **Federal Implementation Plan**  
[24 months after EPA finding]
2. Failure to attain a standard by due date 
  - Increased fees for major permitted sources (about \$25 million/year total from all sources)
  - A new plan is required that must include measures required by U.S. EPA
- Consequences continue until deficiency is resolved
  - U.S. EPA has not proposed any resolution to address federal emission sources

## South Coast AQMD Response to Proposed U.S. EPA Disapproval of CMP

- Requested 30-day extension of comment period; comment period closed April 3<sup>rd</sup>, 2024
- Detailed comment letter and background materials available at <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/contingency-measure-plan-for-1997-ozone-standard>
- Key points:
  - Federal government must take responsibility for emission sources under its authority
    - This is consistent with Congressional intent of Clean Air Act amendments of 1990
    - U.S. EPA has previously accepted federal responsibility (approval of our 1994 Plan)
    - It's impossible to meet 1997 ozone standard, or other ozone standards, without federal action
  - South Coast AQMD and CARB have strictest rules in the country, yet we will have no way to avoid or turn off sanctions absent federal action



## Next Steps

- We believe there can be paths forward that avoid or minimize federal sanctions, but EPA must work with South Coast AQMD and CARB to achieve this
  - EPA has to address federal sources, either by voluntarily agreeing to do so in a plan with CARB and AQMD, or through a FIP
  - The only difference is sanctions
- South Coast AQMD will continue to engage with stakeholders and EPA about this issue
- U.S. EPA currently expected to take final action on CMP by July 31, 2024



**AGENDA ITEM 16**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Alina Borja, Community Engagement Specialist  
(213) 630-1449, borja@scag.ca.gov

**Subject:** List of Awarded Projects for the 2024 Go Human Community Streets  
Grant Program

**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 May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative," and to pursue this effort, SCAG launched its regional active transportation safety and encouragement campaign, Go Human, with funding from the state Active Transportation Program (ATP). SCAG has extended campaign efforts with annual funding from the California Office of Traffic Safety (OTS). Most recently, SCAG secured a grant to continue Go Human safety programming and engagement across the region in the amount of \$1,354,475, approved by the Regional Council on October 5, 2023. With a portion of this funding SCAG launched the 2024 Go Human Community Streets Grant Program (Program) to provide funding to local community-based organizations to implement traffic safety strategies.*

*On January 4, 2024, the Transportation Committee and Regional Council approved the 2024 Go Human Community Streets Grant Program Guidelines, authorized staff to release the Call for Applications and authorized the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program. Staff released a Call for Proposals on January 9, 2024, and applications were submitted through February 9, 2024. SCAG awarded approximately \$461,000 to 16 organizations in the region. This report provides the final list of awarded projects for informational purposes.*

**BACKGROUND:***INTRODUCTION*

The SCAG region, like California and the nation, experienced a period of annual declines in traffic related fatalities and serious injuries until 2012 when they began to steadily rise. Each year in Southern California, an average of 1,600 people are killed and 140,000 people are injured (7,000 of which are serious injuries) in traffic collisions. People walking or riding bikes account for 36% of those deaths and serious injuries despite comprising only 5% of all trips.

To address the safety of people walking and biking in the region's transportation network, SCAG created the *Go Human* campaign to reduce traffic crashes and encourage people to walk and bike. With funding from the California Office of Traffic Safety (OTS), SCAG's *Go Human* program has completed five (5) rounds of community grant funding opportunities since 2018, which provides funding to local community organizations to create and lead traffic safety engagement projects. Through this regranting program, *Go Human* has distributed more than \$1.25 million to 117 traffic safety projects reaching more than 1.1 million people across the SCAG region.

In January 2024, SCAG opened a sixth round of funding to community-based organizations through the 2024 *Go Human* Community Streets Grant Program (Program). This Program provides grant funding to eligible applicants to implement projects that engage local communities on traffic safety concerns, including but not limited to: traffic safety demonstrations, community walk audits, bike rides, media campaigns, storytelling efforts, leadership training, data collection on local traffic safety attitudes and safety resource distribution. In alignment with and furtherance of SCAG's Racial Equity Early Action Plan, the Program funds projects that support community resiliency and resource delivery, particularly for people most harmed by traffic injuries and fatalities, such as low-income families and communities of color.

This item informs Policy Committee members of the 16 selected projects through the 2024 *Go Human* Community Streets Grant Program.

*PROGRAM GOALS*

The Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and elders, particularly those walking and biking. The Program provides eligible applicants with up to \$30,000 in grant funding to support projects that implement community engagement and traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.

*AWARDED PROJECTS*

The following project list contains the 16 projects selected for a 2024 *Go Human* Community Streets Grant Award.

Awardee	Project Title	County	Award Amount
<b>Nyeland Promise</b>	Safe Travels Continue in Nyeland Acres	Ventura	\$20,033.20
<b>Bike Ventura County</b>	Community Voices	Ventura	\$29,999.46
<b>Stronger Together Now</b>	STN in the Streets	San Bernardino	\$30,000.00
<b>Reach Out</b>	Skate Thru Summer 2024	Riverside	\$30,000.00
<b>Riverside Art Museum</b>	Ride-Walk-Engage	Riverside	\$29,999.20
<b>Latino Health Access</b>	Ride, Walk, & Roll, Orange County 2024!	Orange	\$30,000.00
<b>Santa Ana Active Streets</b>	Santa Ana Active Transportation Workshops	Orange	\$29,614.98
<b>Office of: People</b>	Sites of Repair: methodologies for collective healing in high-injury intersections	Los Angeles	\$28,230.04
<b>Central City Neighborhood Partners</b>	Connecting Communities	Los Angeles	\$30,000.00
<b>Proyecto Pastoral</b>	Comunidad en Movimiento - Safe Passage	Los Angeles	\$26,449.68
<b>People for Mobility Justice</b>	South Central LA Mob J Summer	Los Angeles	\$29,997.30
<b>Yolanda Davis Overstreet Consulting</b>	Liberating Our Streets: A Mobility Justice Roadmap for Community Engagement and Empowerment	Los Angeles	\$30,000.00
<b>Arts Council for Long Beach</b>	14th Street Basketball Court Mural Project Celebration and Traffic Safety Fair	Los Angeles	\$30,000.00
<b>Los Angeles Walks</b>	Safe Street Promotora Office Hours	Los Angeles	\$29,137.90
<b>Streets for All</b>	RethinkLA: Hollywood Plaza Block Party	Los Angeles	\$29,830.14
<b>Los Amigos de la Comunidad, Inc</b>	Safety in Mobility/Seguridad en la Movilidad	Imperial	\$27,610.00

The selected project list through this grant program furthers regional mobility goals by reaching unincorporated areas and funding multi-jurisdictional projects.

Awarded projects were evaluated and selected from a list of 32 applicants. The following table shows a summary of the applicants and awarded projects by county.

County	Applicants	Awardees	Amount Awarded
Ventura	2	2	\$50,032.66
San Bernardino	4	1	\$30,000.00
Riverside	2	2	\$59,999.20
Orange	4	2	\$59,614.98
Los Angeles	19	8	\$233,645.06
Imperial	1	1	\$27,610.00
<b>Total</b>	<b>32</b>	<b>16</b>	<b>\$460,901.90</b>

All awarded projects are scheduled to be completed by August 31, 2024.

**FISCAL IMPACT:**

All costs associated with this item are included in the FY 2023-24 Overall Work Program (OWP) under project number 225.3564J9.19 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.



**AGENDA ITEM 17**

**REPORT**

Southern California Association of Governments  
June 6, 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

*Kome Ajise*

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**BACKGROUND:**

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000:

<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
Carahsoft Technology Corp.	LinkedIn Learning Renewal	\$5,040
Tape Specialty, Inc. DBA Promoblvd.com	General Assembly Tote Bags	\$6,570
Evolvearts, Inc. DBA Speaking.com	General Assembly Keynote Speaker	\$20,000

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>
Key Code Media, Inc. 24-048-C01	The consultant will conduct a site and equipment assessment for the replacement and installation of video conference equipment at four (4) SCAG office locations.	\$61,621
TraffiQure LLC 24-031-C01	The consultant will develop a dynamic traffic assignment (DTA) tool as an optional module for SCAG's regional travel demand model. The tool will provide better highway network traffic speed and volume predictions than the current statistic highway assignment model.	\$115,993



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<u>Consultant/Contract #</u>	<u>Description</u>	<u>Amount</u>
Cornerstone OnDemand, Inc. 24-047-C01	This contract provides continuity for SCAG's performance management system and learning management system.	\$129,696
Mark Thomas & Company 24-033-C01	The consultant will develop an implementation-ready Bus Stop Safety and Accessibility Plan for the ¼ mile around the busiest bus stops in the Orange County Transportation Authority (OCTA) service area.	\$298,742

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>Description</u>	<u>Amount</u>
Caliper Corporation 22-027-C01 Amendment 3	The consultant shall provide additional effort in verifying the functionality of the TransCAD v8 platform in support of SCAG's modeling work.	\$96,550

**ATTACHMENT(S):**

1. Contract Summary 24-048-C01
2. Contract Summary 24-031-C01
3. Contract Summary 24-047-C01
4. Contract Summary 24-033-C01
5. Contract Summary 22-027-C01 Amend. 3

**CONSULTANT CONTRACT NO. 24-048-C01**

**Recommended Consultant:**

Key Code Media, Inc.

**Background & Scope of Work:**

Consultant shall conduct a site and equipment assessment of the SCAG Los Angeles office and determine the types of video conferencing systems and labor requirements. Procure the video conference equipment, including any associated licensing and additional cabling equipment that may be required for system operation. Include itemized pricing of equipment and labor required for each SCAG location, as well as the overall cost of the project. Uninstall and dispose of video conference equipment at four (4) SCAG office locations: Imperial, Riverside, Ventura, and Los Angeles. Install and test new video conferencing equipment at four (4) SCAG office locations.

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

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

- Video Conference Equipment Refresh will further provide support and facilitate SCAG meetings that involve Elected Officials and partner agencies
- Refresh will allow system compatibility with other platforms that are utilized by SCAG partners
- Current video conference units are out of support due to obsolete technology.

**Strategic Plan:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**Contract Amount:**

**Total not to exceed**

**\$61,621**

Key Code Media, Inc. (prime consultant)

\$61,621

**Contract Period:**

May 1, 2024 through April 30, 2027

**Project Number(s):**

810-0120.03 \$61,621

Funding source(s): Indirect Cost (IC)

Funding of \$61,621 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program Budget in Project Number 810-0120.03.

**Basis for Selection:**

In accordance with SCAG's Procurement Manual (July 2021) Section 9.3, to foster greater economy and efficiency, SCAG's federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity. SCAG utilized an MSA with the University of California Agreement No. 2019-001407), that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing for audio-visual goods and services.



## **CONSULTANT CONTRACT NO. 24-031-C01**

**Recommended  
Consultant:**

TraffiQure LLC

**Background &  
Scope of Work:**

The dynamic traffic assignment (DTA) model is the most advanced state-of-the-art traffic assignment model, and it is expected to increase model precision and provide more realistic predictions of traffic flow and speed on our highway network. The dynamic traffic assignment model will better estimate traffic congestion patterns for mobility analysis and more accurate emission calculations for transportation conformity analysis. It will also help to evaluate policies for transportation demand management strategies. With much finer time resolution in dynamic traffic assignment, it will provide accurate predictions of demands on Toll/HOV roads and support policies such as dynamic congestion pricing and cordon pricing, among others.

The consultant will develop a dynamic traffic assignment (DTA) tool as an optional module for SCAG's regional travel demand model. The consultant will develop the tool based on a fully finished official RTP/SCS model run and can run an advanced dynamic traffic assignment model with the tool to replace the current statistic highway assignment model in the final loop. The tool will provide better highway network traffic speed and volume predictions than the current statistic highway assignment model. The dynamic traffic assignment model in the tool will maintain key features of the current statistic assignment model, including multiple modes, HOV lanes, toll lanes, truck-only lanes, etc. It will also have some advanced features to help evaluate policies like trip schedule shift, dynamic congestion pricing, cordon pricing, travel demand management, etc.

The consultant will calibrate and validate the model at the regional level with PeMS traffic counts data, NPMRDS traffic speed data, SCAG Screenline count data, and/or Metro express lane data. The consultant will use the calibrated model for a specific corridor study to test model sensitivity for dynamic toll on express lanes.

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

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

- Enhance traffic assignment model precision and provide more realistic predictions on traffic flow and speed on our highway network,
- Provide better estimation of traffic congestion patterns for mobility analysis and more accurate emission calculations for transportation conformity analysis.
- Implemented model, technical memo, and user guides,
- Validation report and case study report.

**Strategic Plan:**

This item supports SCAG's Strategic Plan Goas 1and 3:

**Goal 1:** Produce innovative solutions that improve the quality of life for Southern Californians;

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

**Contract Amount:** **Total not to exceed** **\$115,993**

TraffiQure LLC (prime consultant) \$115,993

Note: TraffiQure originally proposed \$115,995, but staff negotiated the price down to \$115,993 without reducing the scope of work.

**Contract Period:** May 2, 2024 through June 30, 2026

**Project Number(s):** 070-0130B.10 \$115,993  
 Funding source(s): Federal Transit Administration (FTA) 5303

Funding of \$50,000 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 070-0130B.10, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

**Request for Proposal (RFP):** SCAG staff notified 1820 firms of the release of RFP 24-031 via SCAG’s Solicitation Management System website. A total of 25 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

TraffiQure LLC ( <b>no subconsultants</b> )	<b>\$115,995</b>
JFL Solutions – (2 subconsultants)	\$86,725
Calper Corporations – 1 (subconsultants)	\$118,282

**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:

- Hui Deng, SCAG Project Manager, Senior Modeler, SCAG
- Hao Cheng, Modeling Supervisor, SCAG
- Robert Farley, Senior Manager, LA Metro Countywide Planning and Development

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

- Demonstrated the best understanding of the project, specifically their previous work using the SCAG model network shows they know SCAG’s model network and model data very well; understands the challenge of running dynamic assignments for a large region like SCAG and considered model network conversion and model running time with detailed solutions; and understands SCAG’s needs for emission, accessibility, and equity planning analysis and considered model elasticity in model development.
- Proposed the best technical approach with their MAC-POSTS tool; the multi-modal dynamic network loading model is suitable for large region DTA (Dynamic Traffic Assignment) simulation and proposed to do auto model calibration and validate the model at link-level.

- Project team composed of professionals in the DTA field with extensive implementation experiences.
- Project schedule and time allocation for each task are clear and reasonable.
- Proposed lowest most realistic price and best value to perform all the scope of work; and the price proposed is slightly lower than SCAG's Independent Cost Estimate.

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

- Project cost and hours proposed is not sufficient for the scope of work.
- DTA tool proposed does not have potential to feedback with SCAG's current ABM model.
- Did not demonstrate familiarity with the SCAG model, and their experience in implementing DTA for a large region is limited.
- Did not foresee the difficulties in converting the SCAG model network for DTA models and had no plan for the computational burden to run DTA for large region like SCAG.

**CONSULTANT CONTRACT NO. 24-047-C01**

<b>Recommended Consultant:</b>	Cornerstone OnDemand, Inc.
<b>Background &amp; Scope of Work:</b>	SCAG has utilized Cornerstone OnDemand, Inc., for SCAG’s performance management system since 2009. To support SCAG’s strategic goal to recruit, support, and develop a world-class workforce, staff leveraged its Learning Management Systems (LMS) that build off SCAG’s current software. In 2020, Cornerstone acquired SABA and merged companies and clients. In order to ensure compatibility with SCAG’s existing software, Cornerstone is the only LMS option as it is proprietary to SABA. SCAG has developed and implemented annual evaluation processes with SABA and already has dedicated client support given the existing contract and relationship. Given the latter staff awarded a sole source contract to Cornerstone.
<b>Project’s Benefits &amp; Key Deliverables:</b>	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"><li>• software that better enables staff to develop, deliver, and track training provided to SCAG employees on a wide variety of different topics, such as, human resources compliance, leadership development and communications.</li></ul>
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.
<b>Contract Amount:</b>	<b>Total not to exceed</b> <span style="float: right;"><b>\$129,696</b></span> Cornerstone OnDemand, Inc. (prime consultant)
<b>Contract Period:</b>	January 4, 2024 through January 3, 2027
<b>Project Number(s):</b>	810-0120.04    \$20,220 800-0160.04    \$21,124  Funding sources: Indirect Cost and General Fund  Funding of \$21,124 is available in the Fiscal Year (FY) 2023-24 in the General Fund Budget in Project Number 800-0160.04 and \$21,124 is available in the Indirect Cost Program Budget in Project Number 810-0120.04, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.
<b>Request for Proposal (RFP):</b>	Not Applicable - Sole Source Contract
<b>Selection Process:</b>	Not Applicable - Sole Source Contract
<b>Basis for Selection:</b>	SCAG staff selected Cornerstone OnDemand, Inc. for the contract award because the consultant: <ul style="list-style-type: none"><li>• Is a leading people development company and the leader in the learning market. Cornerstone’s offers a variety of learning formats so people can learn most effectively and the software is proprietary;</li><li>• Provided on-demand content can be customized and curated for learners based</li></ul>

Attachment: Contract Summary 24-047-C01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold)

- on their job and professional development objectives. Human Resources will also utilize this software to create training paths for advancement and growth for employees and upload customized SCAG training content; and
- Demonstrated an excellent understanding of staff's technical requirements.

The subject contract award is in accordance with the SCAG Procurement Manual, 7.3 Noncompetitive Procurement, which authorizes the Executive Director or designee to approve non-competitive negotiated contracts/sole source.

**CONSULTANT CONTRACT NO. 24-033-C01**

**Recommended Consultant:**

Mark Thomas & Company, Inc. (Mark Thomas)

**Background & Scope of Work:**

The Consultant shall develop an implementation-ready Bus Stop Safety and Accessibility Plan (“Plan”) for the ¼ mile around the busiest bus stops (study areas) in Orange County served by the Orange County Transportation Authority (OCTA). The Plan shall include robust technical analysis to develop a safe and comfortable pedestrian network within each project area, engage historically underrepresented and non-traditional stakeholders, analyze connections to key destinations and access to regional economic opportunities and essential services, and recommend prioritized safety enhancement projects. The Plan shall contribute to regional goals to increase the percentage of local trips made by walking and biking, reduce greenhouse gas emissions and vehicle miles traveled, increase awareness of active transportation, and plan for safe connections between essential destinations in the study areas.

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

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

- Preparing the Draft and Final Project Management Plan;
- Recruiting and forming a Community Advisory Committee, comprised of a minimum of 15 key stakeholders, to guide the development of the Plan;
- Developing a Data Request Memorandum which will outline the project data sets, data set owners, request process, timeline, and data delivery checklist;
- Preparing a Technical Memorandum documenting the Implementation strategy; and
- Completing the Final Report describing pedestrian safety and accessibility concerns as well as recommendations for the most effective and economical improvements to reduce or remove the barriers for people of all abilities.

**Strategic Plan:**

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

**Contract Amount:**

<b>Total not to exceed</b>	<b>\$298,742</b>
Mark Thomas (prime consultant)	\$199,133
Latino Health Access (subconsultant)	\$99,609

Note: Mark Thomas originally proposed \$299,336, but staff negotiated the price down to \$298,742 without reducing the scope of work.

**Contract Period:**

May 2, 2024 through July 31, 2025

**Project Number(s):**

275-4892X7.02    \$298,742  
Funding source: Active Transportation Program (ATP) Cycle 5

Funding of \$298,742 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 275-4892X7.02, and any unspent funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

**Request for Proposal (RFP):**

SCAG staff notified 2,111 firms of the release of RFP 24-033 via SCAG’s Solicitation Management System website. A total of 34 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

**Mark Thomas (1 subconsultant)**

Kittleson & Associates (1 subconsultant)  
Toole Design Group (1 subconsultant)

Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement, and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked Mark Thomas as the highest (most qualified) proposer and the other two (2) offerors’ cost proposals were kept sealed.

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed all three (3) offerors.

The PRC consisted of the following individuals:

Rachel Om, Senior Regional Planner, SCAG  
Krista Yost, Assistant Regional Planner, SCAG  
Kevin Khouri, Transportation Analyst, OCTA

**Basis for Selection:**

The PRC recommended Mark Thomas for the contract award because the consultant:

- Proposed the most qualified team to conduct meaningful and community-driven engagement, led by Latino Health Access (LHA), and develop context-specific and feasible designs, led by Mark Thomas (MT). LHA is a community-based organization with extensive experience working on active transportation projects and engaging with key community stakeholders in the project study area; examples of relevant projects include the Santa Ana Downtown Complete Streets Plan, OCTA Bicycle and Pedestrian Education Safety Campaign, and Santa Ana Active Transportation Plan. MT has worked on several active transportation projects with planning and design components, such as the OC Loops Bikeways Study, Caltrans District 12 Freeway Ramp Active Mobility Enhancement Study, and Vision Zero Santa Ana;
- Demonstrated the best understanding of the project, specifically by partnering with their sub-consultant, LHA. In addition to extensive experience working on active transportation and transit projects, LHA has established a strong network of community organizers and stakeholders and proposed to hire their “promotores” to participate in all community events, ranging from walk audits to community workshops. Mark Thomas and LHA have a history of working together and clearly demonstrated they would bring this experience to the project;

- Provided the best technical approach by clearly demonstrating how the technical analysis and community engagement would inform project identification and development of conceptual designs and cost estimates. In addition, the Mark Thomas team brings a significant number of projects and years of experience working with local jurisdiction staff in the study area and clearly communicated how they would build on the trust and working relationships developed over time to develop and prioritize recommendations and projects that would feasibly be implemented by local jurisdictions; and
- Proposed a project management team that understands the goals of the project, has demonstrated sufficient availability and project management skills to complete the project on time, and has invested in the project study area by building relationships with key stakeholders.



## CONSULTANT CONTRACT NO. 22-027-C01 AMENDMENT NO. 03

**Consultant:** Caliper Corporation

**Background & Scope of Work:** On September 12, 2022, SCAG awarded Contract 22-027-C01 to Caliper Corporation to provide a service to update a tool on the TransCAD v8 platform. The tool will enhance the productivity of the highway network development, maintenance, and extraction for SCAG’s modeling work. Amendments 1 and 2 to Contract 22-027-C01 were administrative amendments for fiscal year funding and a term extension. Amendment 3, approved in April 2024, increases the contract value from \$80,150 to \$96,550, due to the additional consultant effort in verifying the functionality of this tool.

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

- Enhancing the productivity of SCAG highway network development.
- Reducing the chance of human error in the highway network development.
- Increasing the flexibility to extract different versions of modeling highway networks for a variety of planning scenarios.

**Strategic Plan:** This item supports SCAG’s Strategic Plan Goal 3A: Develop and maintain models, tools, and data sets that support innovative plan development, policy analysis and project implementation.

<b>Amendment</b>	Amendment 3 (increase in contract value)	\$16,400
<b>Amount:</b>	Amendment 2 (Term extension - no change to contract value)	\$0
	Amendment 1 (Fiscal Year Funding- no change in contract value)	\$29,515
	Original contract value	<u>\$80,150</u>
	<b>Total contract value is not to exceed</b>	<b>\$96,550</b>

**Contract Period:** September 12, 2022 through June 30, 2024

**Project Number:** 070-0130B.10  
Funding sources: Consolidated Planning Grant – FTA 5303

Funding of \$16,400 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 070-0130B.10

**Basis for the Amendment:** The enhanced tool will provide SCAG modeling staff with a more efficient way to develop the highway network system for our regional travel demand model, which is a critical element of the federally required regional transportation plan analysis. As the transportation system in our region becomes increasingly complex and the frequency of plan updates increases, it is very difficult to meet the tight schedules with the current technical approach. An innovative method is necessary to manage the workload without adding additional human resources.



**AGENDA ITEM 18**  
**REPORT**

Southern California Association of Governments  
June 6, 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 April 30, 2024, 188 cities, 6 counties, 7 commissions, and 9 tribal governments have paid their FY24 membership dues. SCAG has collected \$2.46M out of the \$2.48M billed. This represents 99.30% 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 all funds invested in the Los Angeles County Investment Pool to the Local Agency Investment Fund (LAIF) account, except for any outstanding interest gains received in July 2023. The Los Angeles County Investment Pool account was closed in August 2023. As of March 31, 2024, SCAG has invested \$21.33 million in the LAIF account and has earned \$522,782.17 in interest income. The interest earnings are distributed quarterly, with an average interest rate of 4.30%. Additionally, SCAG has earned \$59.80 in interest from the Los Angeles County Investment Pool prior to closing that account in August 2023. Furthermore, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance. Interest earnings from this account are distributed monthly. As of March 31, 2024, SCAG has invested \$6.41 million in the Money Market Account and has earned \$19,262.44 in interest income.

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**BUDGET & GRANTS (B&G):**

On April 30, 2024, SCAG submitted the FY 2023-24 (FY24) Overall Work Program (OWP) 3<sup>rd</sup> Quarter Progress Report to Caltrans. The total expenditures reported are approximately \$32.42 million or 55% of the FY 2023-24 OWP Amendment 01 budget for the CPG funding.

On May 2, 2024, the Regional Council approved the FY 2024-25 (FY25) Final Comprehensive Budget, including OWP in the amount of \$403.70 million. Also, the General Assembly approved the General Fund Budget and Membership Assessment Schedule. The FY25 OWP was submitted to Caltrans on May 6<sup>th</sup>, and state and federal approval of the OWP is expected by June 30, 2024.

With support from the California Office of Traffic Safety (OTS), SCAG's Go Human Community Streets Grant Program funds implementation of traffic safety strategies through community engagement projects. SCAG closed the Call for Projects for the Go Human Community Streets Program in February 2024, and staff has been working on developing the materials needed to finalize the Memorandums of Understanding (MOU) process. Staff has completed a risk assessment review of the Go Human Community Streets subrecipients, performed rates analysis, and routed the draft MOUs for internal review.

**CONTRACTS ADMINISTRATION:**

The Contracts Administration Department is currently supporting 19 active procurements and 225 active contracts. SCAG executed four (4) contracts, one (1) contract amendment, and processed three (3) purchase orders to support ongoing business and enterprise operations as reported in the consent calendar agenda item "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold." Additionally, SCAG issued three (3) Request for Proposals (RFPs):

1. 24-042, Streets LA Warner Center Active Transportation Hub
2. 24-043, City of Moreno Valley Pedestrian Access Plan
3. 24-046, City of Cerritos Remote Services for Housing

**To:** Regional Council (RC)

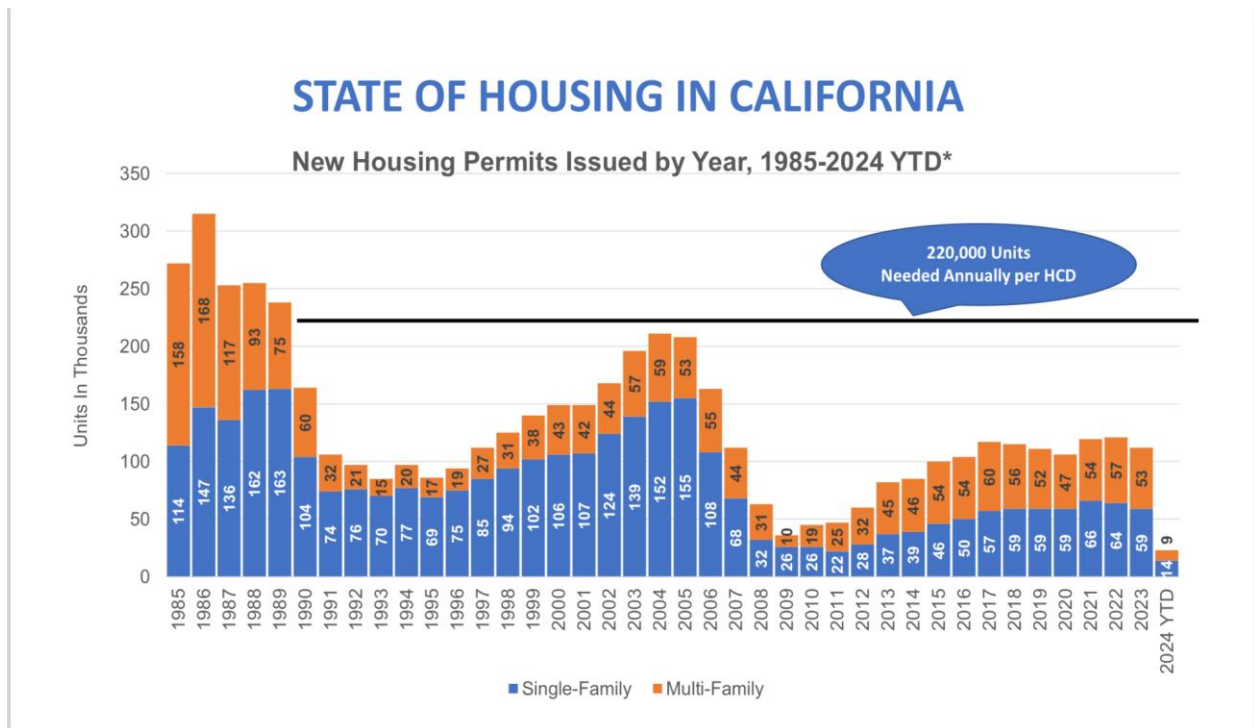
**From:** Lucy Dunn, Ex-Officio Member; Business Representative

**Subject:** Business Report – June 2024

Here are a few items that business and industry leaders are following this month, which may also be of interest to regional public leaders:

**1. State of Housing in California.**

Using data from Census.gov, Dr. Wallace Walrod, Chief Economic Advisor to OCBC, and principal of Tech Coast Consulting, developed an updated chart on the state of housing to date. For all the legislation passed since a “housing crisis” was declared, California appears to be making little progress on meeting the annual housing need, let alone the undersupply of past decades.



## 2. From Boomers to Zoomers: Housing Priorities by Generation.

Peter Dennehy of John Burns Real Estate Consultants shares insights on the four generations buying homes in the US today. Each has different priorities:

- Boomers are sitting on tons of equity and wealth but are less motivated to move unless they are relocating (usually to be near family/friends or to a lower-cost area) or seeking a low-maintenance home or rental.
- Gen X is a smaller generation in size. Some are starting to buy move-down homes for their next life stage (post children, pre-retirement).
- Millennials are the largest and currently dominant home buyer group (10K turn 40 every day). Their top housing priority is to move up from their starter homes.
- Gen Z is coming into the market pessimistic (but interested) and willing to compromise to buy their first home.

It is unsurprising that each generation's housing preferences span the spectrum, given their diverse life stages and financial standings. For more information:

[https://jbrec.com/insights/from-boomers-to-gen-z-housing-priorities-by-generation/?utm\\_campaign=BMI&utm\\_medium=email&hsenc=p2ANqtz-8hxKCPyPI81I3DD35G9wpgRuZMIJPfcDvpyvZRwHxly98Cae5F3i-wSsmvQ-DPIY2nutVTyQFicSIM0KwcMwQI5icPaw&hsmi=307417939&utm\\_content=307417939&utm\\_source=hs\\_email](https://jbrec.com/insights/from-boomers-to-gen-z-housing-priorities-by-generation/?utm_campaign=BMI&utm_medium=email&hsenc=p2ANqtz-8hxKCPyPI81I3DD35G9wpgRuZMIJPfcDvpyvZRwHxly98Cae5F3i-wSsmvQ-DPIY2nutVTyQFicSIM0KwcMwQI5icPaw&hsmi=307417939&utm_content=307417939&utm_source=hs_email)

## 3. Insurance

SPEED IT UP: California Insurance Commissioner Ricardo Lara is backing Gov. Gavin Newsom's proposal to shorten his review of property insurers' rate hike requests, Lara told lawmakers this month.

The proposal that Newsom put forth in his revised budget last week would require both insurers and the Insurance Department to do more to finish rate reviews within 60 days — part of an effort to encourage companies to keep writing policies in wildfire-prone areas.

Lara said the move would be faster than his own reforms, which are expected to be done by the end of the year. "This proposal could be done more quickly via statute than a regulation," he told the Assembly Insurance Committee.

The proposal is one in a suite of reforms that Lara and lawmakers have been pursuing to keep insurers from leaving California.

Since legislative reform talks stalled six months ago over consumer costs, insurance companies including State Farm and American National have announced further pullbacks from California, leaving thousands more property owners scrambling to find alternatives. Attached is a “California Consumer Alert” from Commissioner Lara.

#### **4. PAGA Reform Efforts**

Under California law, private attorneys may stand in the place of state regulators to sue to enforce state laws. There have been \$10 billion in employer payouts since 2013 as employers tend to settle these case instead of taking the time in protracted court cases proving themselves right. Even Governor Newsom reports having been a recipient of a PAGA lawsuit on his business.

A new statewide ballot measure, “California Employee Civil Action Law and PAGA Repeal Initiative” garnered 700,000 signatures to qualify for the November 5, 2024 ballot. This measure proposes to return enforcement to legislators, guaranteeing more funding for workers, less for lawyers. A legislative fix is also being proposed but it must substantially change what business calls a “shakedown” system, according to ballot measure proponents. Governor Newsom is leading negotiations on a legislative fix but remains tightlipped. His Administration says conversations are ongoing.

June 27 is the deadline for measures to be withdrawn from ballot if a legislative fix looks good. Otherwise proponents will keep the measure on the ballot for November. The ballot measure proposed focuses on workers and small businesses who aren't getting the benefits of litigation settlements or reforms. There's a better, fairer, faster system to helping workers, say proponents.

Employers are watching developments closely but any change to the current system will face stiff opposition from the California plaintiffs’ bar and unions.

#### **5. New Report From Turner Center—“It Doesn’t Pencil to Build in California?”**

*Making It Pencil: Can We Get Housing for Middle-Income Households to Work?*

By David Garcia & Ben Metcalf of Berkeley’s Turner Center. While the state has invested in housing that’s affordable for low-income residents, private-market developers are generally unable to build new housing that is attainable to middle-income residents given the high cost of development and the need to satisfy minimum return on investment requirements for capital partners. The report: [https://turnercenter.berkeley.edu/research-and-policy/middle-income-development-math/?mc\\_cid=6d7cb7a472&mc\\_eid=7253afc8b4](https://turnercenter.berkeley.edu/research-and-policy/middle-income-development-math/?mc_cid=6d7cb7a472&mc_eid=7253afc8b4)

## 6. The Future is Latino

Chapman University released a new report this month. With nearly 40% of the state's population as Latino, there is much potential for economic and social progress but their prospects are marred by various challenges, says the report. Particularly troubling: their livelihood prospects risk vulnerabilities amidst Sacramento's environmental and regulatory policies, housing affordability, and the state's education system; yet their potential for political engagement and influence remains high and they are strongly optimistic about the future. The report:

<https://www.chapman.edu/communication/demographics-policy/el-futuro-es-latino-2024.pdf>

## 7. SCAG Economic Roundtable Update May 10, 2024

I wanted to highlight this excellent SCAG Economic Roundtable in case you missed it.

### *Key themes:*

- The region no longer appears to be losing population but should anticipate slower labor force growth in the future. Focusing on both housing and high-productivity sectors can help grow the economy despite the slower labor force growth.
- The logistics industry is stable, and office demand continues to drop, but both carry some long-term risks due to evolving geopolitics and workplace habits. Consumer spending is relatively soft, with some households still cutting back on discretionary expenses due to inflation that remains above the Fed's conventional target.
- Continued residential, commercial and industrial development across almost all of the region is a reason to be optimistic about the Southern California economy in 2024 and 2025.

[https://scag.ca.gov/news/scag-economic-roundtable-update-24-q2?utm\\_source=SCAG+Community&utm\\_campaign=604471eafd-UPDATE\\_2024\\_05\\_08\\_COPY\\_01&utm\\_medium=email&utm\\_term=0\\_d8c0406cae-604471eafd-1308226022](https://scag.ca.gov/news/scag-economic-roundtable-update-24-q2?utm_source=SCAG+Community&utm_campaign=604471eafd-UPDATE_2024_05_08_COPY_01&utm_medium=email&utm_term=0_d8c0406cae-604471eafd-1308226022)

## 8. GLUE Council Meets June 3, 2024 at 10:00 a.m.

Your business and industry advisory council will have another robust meeting next week. Among great updates from SCAG staff, we will welcome Cindy Allen, SCAG First Vice President, as well as Angelina Caliteva, CEO of Alliance for Renewable Clean Energy Hydrogen (ARCHES), a Roundtable on the insurance crisis with Dan Dunmoyer of CBIA and we've invited Rachel Freeman of Mayor Karen Bass's office to discuss the status of Executive Directive 1 on housing. The next meeting will be July 29, 2024.





#INSURECA

# CALIFORNIA CONSUMER ALERT

Insurance Commissioner Ricardo Lara

## Commissioner Lara Testifies on Progress Toward Stabilizing Insurance Market

**May 15, 2024** — Today Insurance Commissioner Ricardo Lara informed members of the Assembly Insurance Committee about significant progress toward California's largest insurance reform in 30 years. In [prepared remarks](#), he detailed next steps to implement his comprehensive Sustainable Insurance Strategy in concert with support from the Governor and Legislature through the budget process.

The following is an excerpt of Commissioner Lara's remarks:

"Since last September, my Department has been working diligently on ambitious reforms designed to stabilize our state's insurance marketplace. I am thankful for my staff and their incredible commitment to this bold, comprehensive strategy that will modernize our state's insurance market, especially with the growing threat of climate change."

"I want to address the questions everyone always asks up front: When will our work be complete? And when will Californians start to see the benefits?"

"My answer is: We will finish our regulatory work this year, and Californians are already seeing benefits."

"We need to be thorough, thoughtful, and deliberate. I do not want another insurance commissioner to be back in front of you in 5 or 10 years because these regulations could not be implemented -- and do not meet the mandate of Proposition 103."

### PROPOSITION 103

"The purpose of Prop. 103 is four-fold: to protect consumers from arbitrary insurance rates and practices, to encourage a competitive insurance marketplace, to provide for an accountable Insurance Commissioner, and to keep insurance fair, available, and affordable for all Californians."

"Under Prop. 103, insurance companies are not required to write policies. That was upheld in the Garamendi precedent. Underwriting mandates will not prevent insurance companies from further retreating."

"Let me put our work into perspective: We are creating entirely new laws and new procedures from the ground up, and we need to make sure we have all those in place. Our entire team has been continuously engaged and working hard throughout this insurance crisis -- and Californians are already seeing results. Here are some notable updates since we last met:



"I stand with our Governor's remarks at his news conference — that time is of the essence. I appreciate his strong support of my strategy and his continued commitment to ensure my Department has the support and resources we need to implement a strong, lasting reform."



## OUTCOMES

"Just yesterday, Farmers announced that it will reopen several of its commercial coverage lines, including for homeowners associations, apartments, and condominiums. Farmers is California's largest domiciled insurance company and second largest homeowners writer."

"This decision is a direct result of my Department's approval of its commercial rate filing. My Department has also approved three of Farmers' homeowners rate filings in the last year as the company continues to write homeowners policies across the state."

"Last week, we heard that Mercury Insurance Company is working with Tokio Marine to pick up the bulk of its personal homeowners insurance business. Mercury is another California-based company that has not stopped writing new homeowners policies. And Tokio Marine continues to write commercial coverage."

"My staff just approved CSAA Insurance Exchange's homeowners insurance rate filing last Friday. This ensures that CSAA can continue to write homeowners policies under the Triple-A Northern California brand. Earlier this year, my Department approved a significant homeowners rate filing for Triple-A South, so it can continue to write homeowners policies throughout Southern California."

"And during my Department's catastrophe modeling workshop last month, an Allstate executive testified that it will end its pause on new homeowners business in California and begin writing in virtually every corner of the state when our strategy is implemented."

"In fact, every Top 10 homeowners insurance company in California has had a justified rate increase in the past five months according to the rules under Prop. 103. This underscores the tremendous urgency that my Department is showing during this crisis."

"These are signs of progress. However, we are not going to declare success prematurely, or be reactive to every insurance announcement or headline. We all are living in a time of uncertainty. I know that this is frustrating for anyone who is trying to buy or sell a home, or worried about whether they can even afford the insurance coverage they need as we face another fire season. We are already monitoring the current fire in San Bernardino County. That is the reality of our situation."

"You've heard this before but it bears repeating: We are on our way to enacting the **state's largest insurance reform in 30 years** since the passage of Prop. 103 in 1988. Prop. 103 was less than two pages of text. It took years of regulatory work, dozens of rulemakings, and even scores of litigation to make that landmark initiative a reality."

"Now we are facing the accumulated stress of decades of long-needed reforms and neglected decisions. For years, insurance companies submitted rate requests less than what they need largely because of the stagnant intervenor process. We are compressing decades of this deferral and delay into a one-year timeline of action. We have been surviving with 20th century regulations for 21st century problems. That cannot continue."

"There are others who are still trying to figure out if there is even an insurance crisis or just denying that there is an emergency to begin with. News flash: This is what an insurance crisis looks like."

## MOVING FORWARD

Looking ahead, my Department is finalizing new regulations to allow the use of forward-looking catastrophe models in rate filings. This will help increase insurance availability in wildfire distressed areas and reduce reliance on the FAIR Plan, which has become a large percentage of policies in rural areas. In July, we plan to introduce proposed regulation text to allow homeowners and commercial insurance companies to incorporate the net cost of reinsurance in their rate filings. Reinsurance is a

critical component of how insurance companies manage their risk, and allowing these costs to be included in rate filings will support greater insurance availability.

We are also working on modernizing the FAIR Plan, which has been neglected for many years. By July, I plan to amend the FAIR Plan's Plan of Operation to increase coverage limits for larger homeowners associations, condo associations, farms, and other businesses, while ensuring the financial sustainability of the Plan. This modernization effort includes improving customer service responsiveness and ensuring that the FAIR Plan can fulfill its statutory role of providing coverage to all who need it.

In February, my Department published a "complete rate application" regulation to create clarity for all participants in the rate review process. This regulation is a critical part of reducing unnecessary delays and ensuring that rate filings are reviewed more quickly.

Last week, the Governor announced a new legislative proposal to expedite my Department's insurance rate filing process. This proposal aims to provide more resources for thorough review within the current 60-day timeline prescribed under Proposition 103, with provisions for 30-day extensions when necessary. This proposal will help ensure that insurance companies provide complete information upfront, allowing for timely and informed decisions on rate filings.

To increase public participation and transparency in the Proposition 103 intervenor process, my Department launched a new webpage that explains how the process works and provides access to petitions filed by intervenors, as well as the Department's responses and compensation awarded.