



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

REGIONAL COUNCIL OFFICERS

President  
**Curt Hagman**  
County of San Bernardino

First Vice President  
**Cindy Allen, Long Beach**

Second Vice President  
**Ray Marquez, Chino Hills**

Immediate Past President  
**Art Brown, Buena Park**

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Executive/Administration  
**Curt Hagman**  
County of San Bernardino

Community, Economic &  
Human Development  
**David J. Shapiro, Calabasas**

Energy & Environment  
**Luis Plancarte**  
County of Imperial

Transportation  
**Tim Sandoval, Pomona**

MEETING NO. 668

# REGIONAL COUNCIL

**Thursday, November 7, 2024**

**12:15 p.m. – 2:00 p.m.**

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

**To Attend In-Person:**

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

**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**

**To Watch or View Only:**

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

**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 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) 630-1410. 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.



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## Instructions for Members of the Public Attending the Meeting

**Attend In-Person:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Regional Council Meeting Room on the 17<sup>th</sup> floor starting at 12:15 p.m.

**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.

**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

**In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received by 5pm on Wednesday, November 6, 2024, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, November 6, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).

**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



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

1. **Sup. Curt Hagman**  
President, San Bernardino County
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. Damon Alexander**  
San Bernardino, RC District 7
6. **Hon. Valerie Amezcua**  
Santa Ana, RC District 16
7. **Hon. Kathryn Barger**  
Los Angeles County
8. **Hon. Karen Bass**  
Member-At-Large
9. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
10. **Hon. Bob Blumenfield**  
Los Angeles, RC District 50
11. **Hon. Gary Boyer**  
Glendora, RC District 33
12. **Hon. Drew Boyles**  
El Segundo, RC District 40
13. **Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
14. **Hon. Margaret Clark**  
Rosemead, RC District 32
15. **Hon. Jenny Crosswhite**  
Santa Paula, RC District 47

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- 16. Hon. Kevin de León**  
Los Angeles, District 61
- 17. Hon. Rick Denison**  
Yucca Valley, RC District 11
- 18. Hon. Jon Dumitru**  
Orange, RC District 17
- 19. Ms. Lucy Dunn**  
Business Representative, Non-Voting Member
- 20. Hon. Keith Eich**  
La Cañada Flintridge, RC District 36
- 21. Hon. Margaret Finlay**  
Duarte, RC District 35
- 22. Hon. Claudia Frometa**  
Downey, RC District 25
- 23. Hon. John Gabbard**  
Dana Point, RC District 12
- 24. Hon. James Gazeley**  
Lomita, RC District 39
- 25. Hon. Marshall Goodman**  
La Palma, RC District 18
- 26. Hon. Michael Goodsell**  
ICTC Representative
- 27. Hon. Jan C. Harnik**  
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. Andrew Lara**  
Pico Rivera, RC District 31
- 42. Hon. John Lee**  
Los Angeles, RC District 59
- 43. Hon. Carlos Leon**  
Anaheim, RC District 19
- 44. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 45. Hon. Vianey Lopez**  
Ventura County
- 46. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 47. Hon. Ken Mann**  
Lancaster, RC District 43

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- 48. Hon. Steve Manos**  
Lake Elsinore, RC District 63
  
- 49. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
  
- 50. Hon. Larry McCallon**  
Air District Representative
  
- 51. Hon. Casey McKeon**  
Huntington Beach, RC District 64
  
- 52. Hon. Tim McOsker**  
Los Angeles, RC District 62
  
- 53. Hon. Lauren Meister**  
West Hollywood, RC District 41
  
- 54. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
  
- 55. Hon. Marisela Nava**  
Perris, RC District 69
  
- 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. Zak Schwank**  
Temecula, RC District 5
- 72. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 73. Hon. Marty Simonoff**  
Brea, RC District 22
- 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, November 7, 2024**  
**12:15 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**

#### **CHAIR'S REPORT**

- *The Honorable David J. Shapiro – Community, Economy and Human Development Committee*
- *The Honorable Luis Plancarte – Energy and Environment Committee*
- *The Honorable Mike Judge (Vice Chair) – Transportation Committee*

#### **CONSENT CALENDAR**

##### Approval Items

1. Minutes of the Meeting – September 5, 2024 PPG. 10
2. 2025 Meeting Schedule of the Executive Administration Committee, Policy Committees, and Regional Council PPG. 26
3. Contract 24-020-C01 Amendment 2, Addressing Barriers to Economic Opportunities PPG. 27
4. Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25 Comprehensive Budget PPG. 36
5. Master Fund Transfer Agreement with the State of California Department of Transportation (Caltrans) for the period of January 1, 2025, through December 31, 2034 PPG. 55
6. Acceptance of Office of Traffic Safety Grant (OTS) Funds 2025: Go Human Campaign PPG. 78
7. Acceptance of Office of Traffic Safety (OTS) Funds: Safety Modeling PPG. 83



8. Resolution No. 24-668-5 to Address California's Marketplace for Residential and Commercial Property Insurance PPG. 88
9. 2024 Trade Corridor Enhancement Program: SCAG Region Projects Nominations PPG. 95
10. SCAG Memberships and Sponsorships PPG. 106

### Receive and File

11. November 2024 State and Federal Legislative Update PPG. 108
12. Senate Bill 1121 State and Local Transportation Needs Assessment PPG. 160
13. REAP 2.0 Program Update PPG. 171
14. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold PPG. 176
15. CFO Monthly Report PPG. 189

### INFORMATION ITEMS

16. Vision of the 2028 Olympic and Paralympic Games and Lessons Learned from Paris 2024 45 Mins. PPG. 203  
**(Kome Ajise, Executive Director, SCAG)**
  - a. **Erin Bromaghim, Deputy Mayor of International Affairs for the City of Los Angeles**
  - b. **Sam Morrissey, VP of Transportation for LA28**
  - c. **Vic Nol, Director of Venue Cities Relations, LA28**
17. State/Regional Partnerships to Accelerate Housing Production 30 Mins. PPG. 206  
**(Dhakshike Wickrema, Deputy Secretary of Homelessness, State of California Business, Consumer Services, and Housing Agency)**

### 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



**NO. 667**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**MINUTES OF THE REGULAR MEETING**  
**THURSDAY, SEPTEMBER 5, 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 regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

**Members Present**

**Sup. Curt Hagman, President**

**Hon. Ray Marquez, 2<sup>nd</sup> Vice President**

**Hon. Art Brown, Imm. Past President**

Sup. Luis Plancarte

Sup. Don Wagner

Sup. Karen Spiegel

Sup. Vianey Lopez

Michael Goodsell

Hon. Jan Harnik,

Hon. Alan Wapner

Hon. Mike T. Judge

Hon. Gil Rebollar

Hon. Kathleen Kelly

Hon. Clint Lorimore

Hon. Damon L. Alexander

Hon. Acquanetta Warren

Hon. Rick Denison

Hon. John Gabbard

Hon. Wendy Bucknum

Hon. Carlos Leon

Hon. Joe Kalmick

Hon. Marty Simonoff

*Chino Hills*

*Buena Park*

*Brawley*

*Palm Desert*

*Eastvale*

*San Bernardino*

*Fontana*

*Yucca Valley*

*Dana Point*

*Mission Viejo*

*Anaheim*

*Seal Beach*

*Brea*

**San Bernardino County**

**District 10**

**District 21**

Imperial County

Orange County

Riverside County

Ventura County

ICTC

RCTC

SBCTA

VCTC

District 1

District 2

District 4

District 7

District 8

District 11

District 12

District 13

District 19

District 20

District 22



Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Larry McCallon		Air District Representative
Ms. Lucy Dunn		Business Representative

**Members Not Present**

**Hon. Cindy Allen, 1st Vice President**

- Sup. Kathryn Barger
- Sup. Hilda Solis
- Hon. Trish Kelley
- Hon. Linda Krupa
- Hon. Zak Schwank
- Hon. Frank Navarro
- Hon. L. Dennis Michael
- Hon. Tammy Kim
- Hon. Lauren Kleiman
- Hon. Valerie Amezcua
- Hon. Jon Dumitru
- Hon. Marshall Goodman
- Hon. Frank Yokoyama
- Hon. Claudia Frometa
- Hon. Ali Saleh
- Hon. Mark E. Henderson
- Hon. Margaret E. Finlay
- Hon. Steve Tye

**Members Not Present**

***Long Beach***

- Hemet*
- Temecula*
- Colton*
- Rancho Cucamonga*
- Irvine*
- Newport Beach*
- Santa Ana*
- Orange*
- La Palma*
- Cerritos*
- Downey*
- Bell*
- Gardena*
- Duarte*
- Diamond Bar*

**Members Not Present**

**District 30**

- Los Angeles County
- Los Angeles County
- TCA
- District 3
- District 5
- District 6
- District 9
- District 14
- District 15
- District 16
- District 17
- District 18
- District 23
- District 25
- District 27
- District 28
- District 35
- District 37



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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. Nikki Perez	<i>Burbank</i>	District 42
Hon. Ken Mann	<i>Lancaster</i>	District 43
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. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
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  
Carmen Flores, Chief Human Resources Officer  
Julie Shroyer, Chief Information Officer  
Michael Maurer, Board Counsel  
Jeffery Elder, Chief Counsel  
Maggie Aguilar, Clerk of the Board  
Cecilia Pulido, Deputy Clerk of the Board

President Hagman thanked members for coming in and noted the importance of in person meetings which allowed for networking and meeting with several members from different counties and

cities. He explained that the Policy Committees would still have the remote option available and that both the Regional Council and Executive Administration Committee (EAC) would be all in person. He asked Darin Chidsey, Chief Operating Officer, to note some policy changes that would allow members to stay the night before.

Mr. Chidsey explained that on the Consent Calendar there was a change to the travel policy which would reduce mileage from 75 to 50 to be eligible for a hotel stay. Additionally, EAC members who lived outside of Los Angeles County would also be eligible when there was a 9:00 a.m. meeting.

President Hagman further noted that there would be changes and that he wanted all the committees to do the heavy lifting. Additionally, he indicated they would hear from the Chair's on what happened at the Policy Committees, this way they could do their primary business first at the Regional Council and then dig deep into some more policy discussions. He explained that they would see more items on the Consent Calendar than they normally would but that was because they had already been presented at the Policy Committees.

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

President Hagman called the meeting to order at 12:15 p.m. and asked Regional Council Ray Marquez, Chino Hills, District 10, to lead the pledge of allegiance.

Michael Maurer, BBK Board Counsel, asked members who were participating in the meeting due to "just cause" to identify themselves and indicate why they were participating remotely.

Regional Council Member Joe Kalmick, Seal Beach, District 20, identified himself and indicated he was self-isolating at home with his wife due to a positive COVID 19 diagnosis.

Board Counsel Maurer also asked Regional Council Member Kalmick to identify if there was anyone else in the room who was 18 or older.

Regional Council Member Kalmick indicated his wife was also in the room with him.

Regional Council Member Kathleen Kelly, Palm Desert, District 2, expressed that she appreciated deeply all the President's remarks and was thankful that she could participate remotely on this day for essential family care. She indicated that there was no one in the immediate room with her.

Board Counsel Maurer asked Regional Council Members Kalmick and Kelly to leave their video on as it was a requirement under the "just cause" rule.

President Hagman noted that due to the observance of Rosh Hashanah there would be no EAC, Policy Committees or Regional Council meetings on October 3. As a result, he indicated they would have fewer meetings this fall and needed to make up for that, so they revised their schedule to include EAC, Policy Committees, and Regional Council meetings in December, a day traditionally reserved for SCAG's Economic Summit. He indicated they were not abandoning the summit only that they were reimagining their December Regional Council meeting to incorporate the economic summit alongside their SCAG regular business. He shared that the meeting would feature their annual economic reporting and allow for an in-depth discussion among Regional Council Members about the analysis.

### **PUBLIC COMMENT PERIOD**

President Hagman opened the Public Comment Period for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda.

The Clerk of the Board acknowledged there were no public comments received before the 5:00 p.m. deadline.

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

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

There were no requests to prioritize agenda items.

### **CHAIR'S REPORT**

David J. Shapiro, Community, Economy and Human Development Committee (CEHD) Chair, reported that at the CEHD Committee meeting they had three information items: 1) a SCAG 101 presentation for their new policy committee members; 2) discussion of the CEHD Agenda Outlook for the upcoming fiscal year; and 3) a presentation on the State's RHNA reform report, called the California's Housing Future 2040: the Regional Housing Needs Assessment. He further explained that SCAG staff presented on how HCD's report compares to SCAG's recommendations and provided an overview of other topics not covered in SCAG's recommendations. He noted they were all expecting there to be a lot of legislative interest in RHNA reform next year, and SCAG's legislation team would continue to monitor that and coordinate SCAG's response through SCAG's Legislative Committee. Lastly, he shared that SCAG sent a letter requesting the legislature's housing committees conduct a public hearing on HCD's report and noted that HCD had been invited to present its report at a future Regional Council meeting.

There were no comments on the CEHD Chair report.

Luis Plancarte, Energy and Environment Committee (EEC) Chair, reported that at the EEC Committee meeting they had two action items and four information items. He noted that the two action items, the Recommendation to Adopt Addendum 1 to the Connect SoCal 2024 Final Program Environmental Impact Report and the Transportation Conformity Determinations of Proposed Final Transportation Improvement Program and Proposed Final Connect SoCal 2024 Amendment 1, were both on Consent Approval. He shared that the information items were: 1) an update on the EPA's Climate Pollution Reduction Grant Program; 2) discussion of the EEC Agenda Outlook for this fiscal year; 3) a presentation on available federal and state grant programs related to climate adaptation and mitigation, and 4) a presentation providing a contextual overview of SB 375 in advance of the CARB target and guidelines update process.

There were no comments on the EEC Chair report.

Mike Judge, Transportation Committee (TC) Vice Chair, reported that at the TC meeting they approved two items and received four information items. He noted that one of the approved items on the Consent Calendar was the Amended ATP Cycle 7 Regional Guidelines and 2024 SCP Active Transportation and Safety Guidelines and the other item was Approval of the 2025 Federal Transportation Improvement Program (FTIP) and Amendment 1 to Connect SoCal 2024. He shared that the information items were: 1) review of the TC Agenda Outlook for this fiscal year; 2) a presentation on the Broadband Permit Streamlining Report and Model Ordinance; 3) an update on preparations for the Comprehensive Sustainable Regional Freight Plan (On the Move), as well as on the progress of the Southern California Zero Emissions Truck Infrastructure (ZETI) Study; and 4) a presentation on transportation trends.

There were no comments on the TC Chair report.

### **ACTION ITEMS**

***Action Item 1 and the Consent Calendar were acted upon together. The roll call vote is reflected below.***

#### **1. 2024 California Clean Air Day Proclamation**

Kome Ajise, Executive Director, reported that the action before the Regional Council was for them to approve a proclamation pledging SCAG's support for California Clean Air Day which was on October 2. He indicated that it was an opportunity to encourage individuals and organizations to do their part in cleaning the air. He shared that last year they had more than 16,500 individuals and more than 125,000 clean air pledges; with 22 transit agencies providing free rides on buses, trains,



bike share programs, and ferries; and 121 California Clean Air Day events that were held virtually and in-person. He indicated that SCAG was encouraging its 197 member jurisdictions to explore actions and pledges that encourage Clean Air Day pledges. He further noted that SCAG was encouraging staff to take the pledge. Lastly, he informed the Regional Council that earlier in the day, the EAC had recommended approval of this proclamation.

There were no public comments on Item No. 1.

President Hagman asked for a motion.

Regional Council Member Jose Luis Solache, Lynwood, District 26, made the motion to approve item No. 1 and was seconded by Regional Council Member Larry McCallon, Air District Representative.

President Hagman indicated they would hold off on the vote until they did the Consent Calendar because they had a couple of remote members. He asked if there was any public comment on the Consent Calendar.

There were no public comments on the Consent Calendar.

President Hagman asked if anyone wanted to pull anything from Items 2 through 10.

Regional Council Member Donald Wagner, Orange County, asked to pull Item No. 9.

President Hagman indicated they would have the report on Item No. 9 before taking the motion on the Consent Calendar.

Kevin Gilhooley, State and Federal Legislative Affairs Manager, reported Item No. 9 was a recommendation from the Legislative/Communications and Membership Committee to support Senate Bill 960 by Senator Scott Weiner. He explained that under current law, Caltrans was required to improve and to maintain the State's highways. He indicated that it does so through a variety of State programs to plan and to fund for their development, construction and repair, including the State Highway Operation and Protection Program, or SHOPP. He further explained that SB 960 would require Caltrans to consider the incorporation of complete streets elements into SHOPP funded projects.

President Hagman suggested holding Item No. 9 for a separate vote since there had been some EAC members that voted no on the item. He proceeded to ask for a motion on the remainder of the Items 2 through 8, 10 and Receive and File Items 11 through 16. *(The motion makers were not clear but later in the meeting the Clerk confirms.)*

Board Counsel Maurer indicated that they could do one round of calling the votes and if anyone was going to vote no, they could be kept separate.

President Hagman reconfirmed that they could just state they were a no vote on a particular item when the roll call vote got to them.

The Clerk reconfirmed that they were taking an action on Item 1, the Consent Calendar, and the Receive and File Items.

Regional Council Member Jan Harnik, RCTC, indicated that they should have a discussion on Item 9 as Regional Council Member Wagner and Regional Council Member Wendy Bucknum, Mission Viejo, District 13, had comments on the Item.

Regional Council Member Wagner stated that on behalf of OCCOG they had taken an oppose position on SB 960 due to concerns that it would add additional burden to SHOPP. He indicated that Caltrans was already having some difficulties doing what it was instructed to do under this program and under State law. He urged a no vote on this Item as it was an additional burden on this program at this time that was not need.

Regional Council Member Bucknum indicated that she did speak on this item at the EAC. She indicated that this truly felt like overkill and would want to get input specifically to this body from their County Transportation Commission before they support a bill like this, which is why she would be voting no.

President Hagman asked if they had a motion and a second on the Consent Calendar.

The Clerk indicated they had a motion by Regional Council Member Solache and a second by Regional Council Member McCallon.

Board Counsel Maurer indicated they had one point of clarification that they needed to add for the record, and he asked Chief Counsel to announce it.

Jeffery Elder, Chief Counsel, noted for the record that they were approving Consent Calendar Item No. 5, which was adopting Addendum 1 to their PEIR prior to considering and approving Items 6 and 7, which revolved around amending Connect SoCal 2024.

President Hagman sought clarification on what this meant and if they needed a separate vote.

Chief Counsel Elder indicated they could do all of this under the same vote, they were just acknowledging that they considered it and approved it.

Board Counsel Maurer confirm that it was ok that they do the vote altogether as they were simply putting it on the record that they were considering Addendum 1 before Items 6 and 7. He reminded members if they were voting no on Item 9 to just state it.

**CONSENT CALENDAR**

Approval Items

2. Minutes of the Meeting – June 6, 2024
3. Amendment to Lodging Reimbursement Policy in the Regional Council Policy Manual
4. Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-C06, Temporary Worker Services
5. Recommendation to Adopt Addendum 1 to the Connect SoCal 2024 Final Program Environmental Impact Report (State Clearinghouse No.: 2022100337)
6. Transportation Conformity Determinations of Proposed Final 2025 Federal Transportation Improvement Program (FTIP) and Proposed Final Connect SoCal 2024 Amendment 1
7. Approval of 2025 Federal Transportation Improvement Program (FTIP) and Amendment 1 to Connect SoCal 2024
8. Amended ATP Cycle 7 Regional Guidelines and 2024 SCP Active Transportation and Safety Guidelines
9. SB 960 (Wiener) - Transportation: Complete Streets Facilities: Transit Priority Facilities
10. SCAG Memberships and Sponsorships

Receive and File

11. September 2024 State and Federal Legislative Update
12. 2024 Executive/Administration Committee (EAC) Retreat Update
13. Transportation Trends Update
14. Broadband Permit Streamlining Report and Ordinance

15. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold

16. CFO Monthly Report

A MOTION was made (Solache) to approve **Item No. 1**: Approve and adopt proclamation in support for and declaration of 2024 California Clean Air Day; **Consent Calendar Items**: 2 through 10; and Consent Calendar Items 11 through 16. Motion was SECONDED (McCallon). Item 1, Consent Calendar Items 2 through 8, 10, and Receive and File Items 11 through 16 passed, and Item 9 failed by the following roll call votes.

**AYES:** Alexander, Boyer, Brown, Bucknum, Clark, Crosswhite, Denison, Eich, Gabbard, Goodsell, Hagman, Harnik, L. Hernandez, Judge, J. Kalmick, Kelly, Lara, Leon, Lock Dawson, Lopez, Lorimore, Manos, Marquez, McCallon, Meister, Nava, Plancarte, Rebollar, Rhodes, S. Sanchez, Saro, Shapiro, Simonoff, Solache, Spiegel, Wagner, Wapner, Warren, Wong, and Wood (40)

**NOES:** **Item 9:** Boyer, Brown, Bucknum, Clark, Eich, Gabbard, Goodsell, Judge, Kalmick, Kelly, Lorimore, Manos, McCallon, Nava, Rhodes, S. Sanchez, Simonoff, Spiegel, Wagner, Wapner, and Wood (21)

**ABSTAIN:** **Item 9:** Lara (1)

### **INFORMATION ITEM**

17. Presidential Priority: Transit Recovery & Technology

President Hagman reported that at the June EAC Retreat, board leadership established Presidential Priorities and Objectives for Fiscal Year 2024-25. He indicated that among the priorities established was a focus on transit recovery and clean transportation technology with an emphasis on optimizing emerging technologies. He explained that their long-range plan, Connect SoCal 2024, envisioned a future in which transit was the backbone of their mobility ecosystem, enabling seamless and efficient travel without automobile ownership. He emphasized that frequent, reliable, and convenient transit was vital for advancing both the state and region's vision of more livable and equitable communities. Nonetheless, he noted that the future of transit was at a crossroads. He noted that overall, their region's bus ridership was currently 13 percent below where it was pre-pandemic and Metrolink's rail ridership was currently 45 percent lower than pre-pandemic. He indicated that these conditions were not unique to Southern California and across the nation and California, transit was still in the process of recovering from early impacts of the pandemic and the enduring changes to travel patterns.

Executive Director Ajise explained that this was one of the Presidential priorities that they had for the year to discuss transit recovery and technology. He introduced Darren Kettle, Metrolink's Chief Executive Officer, Kristin Warsinski, Riverside Transit Agency's Chief Executive Officer, and Jennifer Nguyen, Riverside Transit Agency's Planning Director who would provide a presentation on transit across the region.

Darren Kettle, Metrolink Chief Executive Officer, briefly introduced himself and provided an overview of the Metrolink system which serves six counties, seven lines, 545 miles, 67 stations, and operates 142 trains. He also noted that in March 2020 ridership changed, and they had to modify their service levels because people were working from home. He indicated that they had five member counties that supported them which were the counties of San Bernardino, Riverside, Orange, Los Angeles and Ventura. He shared information on ridership levels since the pandemic and indicated they had made some progress over the last three years; however, it was still fundamentally different than where they were four years ago. Nonetheless, he indicated they were seeing progress and that they couldn't keep doing business the way they had been doing business. He shared that the Metrolink Board and their member agencies have said that they were going to have to change their business model. He also shared information about the commuter rail sector in the United States and what their sister agencies were doing. He explained that several were still struggling to increase ridership. He highlighted that MBTA in Boston had done such a great job in these last few years because they had already adapted to what they consider the new normal of changing their business model away from being about commuters. He shared that the Metrolink Board and their member agencies this last year made a full commitment to change their business model, and they called it Metrolink Reimagined. He highlighted the system's transformation from a commuter-focused service to a more flexible, regional rail approach, with an optimized schedule offering more trains throughout the day, including evenings and weekends. This change aims to improve connections between lines, reduce wait times for transfers, and provide more convenient options for riders.

Kristin Warsinski, Riverside Transit Agency (RTA) Chief Executive Officer, explained they were the RTA for Western Riverside County and had a 2,500 square mile service area, the second largest in the nation, with a lot of challenges trying to figure out how to serve the area. She thanked SCAG and Regional Council for their support as they recently received REAP funding in the amount of \$2.3 million through a partnership with RCTC for their micro-transit pilot program. She presented on the agency's micro transit pilot program, which was developed to improve efficiency and save costs in their service area. She shared that the program, launched in October 2020, was designed to complement the core network by removing three underperforming routes and adding a new circulator route. She explained that the circulator served 80% of the ridership, while microtransit was used to complement the core network. She indicated that the microtransit service zone has been successful, with an average of over five passengers per hour, and has saved over \$2 million

annually compared to 2019. She also noted a shift from dial-a-ride to microtransit, which was cheaper and offered more flexibility to passengers. She also noted that the program, which involved administrative and executive level staff teaching riders at bus stops, was successful in preparing riders for the new changes.

Jennifer Nguyen, Riverside Transit Agency's Planning Director, provided a comparison of the GoMicro Ridership totals from 2023 and 2024 and noted that there had been a growth in the use of their program since its inception. Her presentation also included information regarding on-time performance, passengers per vehicle hour, and program enhancements to improve efficiency by optimizing school trips, adding automatic booking limitations, looking at wait time increase and variation, improving driver schedules, and making some fixed route booking restrictions. She also provided information about their new and existing ridership totals. She outlined future plans which included continued monitoring of the system, potential integration with Google Maps, and the introduction of multimodal trip planning within the Go Micro app. She also introduced the micro-transit app, which allows users to reserve trips up to seven days in advance.

The presenters and Regional Council engaged in discussions. Questions were raised about the appeal of buses and the potential for expansion of services. Ms. Warsinski also mentioned a study planned for the next year to explore the potential of expanding their services to suburban areas in Riverside County. There was also discussion on creating an app with small business to support micro transit which would lead to economic development. The presenters were also encouraged to work towards a common app for transit systems, integrating Google Transit and other technologies. Mr. Kettle briefly touched upon security and safety on public transit and the confusion between LA Metro and Metrolink. There was also mention of a new hydrogen fuel cell, zero-emission multiple unit that would be piloted on a 9-mile stretch between San Bernardino and Redlands, with the potential for wider implementation throughout California and the US. Discussion was also had on attracting new ridership and providing more information on how to access transit.

### **BUSINESS REPORT**

Regional Council Member Lucy Dunn, Business Representative, noted that her business report was on page 289 of the packet. She reported that they were anticipating a rate increase on September 17 of about 25 basis points. She also noted that offsetting the interest rate cut, was the likelihood of more job losses coming. She also reported that new home sales were really being helped by lots of incentives to home buyers from the home builders. She also shared that in her report there were several links to President Biden's White House released comprehensive reports on how CEQA among other things is hurting housing production and notes for local government to look at from HUD on pathways to removing obstacles. She reported that BizFed LA was hosting a forum on September 12 with Insurance Commissioner Ricardo Lara and that fire insurance was still the top issue. She indicated that the building industry doesn't believe that real relief will come for two

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years, but that there were progress steps. She also reported that the GLUE Council would be meeting on September 30 at 10:00 a.m. and they were opening their meeting with President Curt Hagman who would be providing a presentation on priorities so that the business community knows where SCAG was going this coming year. Lastly, she briefly touched on AB 98, a bill that the business community was upset about. She indicated that it really undercuts local land use planning on warehousing and their whole goods movement strategy. She noted that the business community was asking the Governor to veto this bill.

### **PRESIDENT'S REPORT**

President Hagman welcomed Regional Council Members Michael Goodsell from Holtville, ICTC Representative, and Andrew Lara from Pico Rivera. He provided a brief update on the SCAG sponsored bill AB 2485 which would increase transparency in the Regional Housing Needs Assessment determination process. He indicated the bill was held in suspense and did not move forward. He thanked everyone who was involved in the legislative process. He also reported that they attended a Ventura County Mobile Tour with several SCAG members and got a tour of Port Hueneme. Lastly, he reminded members that the next meeting of the Regional Council was scheduled for November 7.

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

Executive Director Ajise reported that the issues with the U.S. EPA had been resolved amicably and as result there was no longer the threat of highway sanctions. He also shared that they were able to secure the largest U.S. EPA grant for the region through the Climate Pollution Reduction Grant Program in the amount of \$500 million and that SCAG was going to use \$50 million of that to invest in the Last Mile Freight Program. He briefly touched upon the Paris Observation Tour where SCAG staff observed behind the scenes of the Paris Olympics in preparation for the 2028 Olympics. He indicated there would be more updates to come. He also provided a status update on the Sustainable Communities Strategy (SCS) which was submitted to the California Air Resources Board (CARB). He shared that the Regional Transportation Plan (RTP) had been approved by both the State and Federal Government within two weeks of being submitted. He explained that CARB was still reviewing the SCS, and they were getting information that it was not looking favorable. He shared that he had a meeting scheduled with the Director of CARB and were continuing to work with them. He expressed that he thought there was a bit of a disagreement on some technical points, and they were hoping to work through that. He also explained that they had been pushing back on CARB about resetting the SB 375 discussion and noted that it was an ongoing conversation amongst the four largest MPO's in the state and would keep the board posted on those discussions. He also provided an update on AB 98 and noted that by the time the bill got through, they were done with their LCMC process and so they didn't have a chance to bring it back to LCMC.

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He indicated that they talked about it and felt that it fit within the platform that was already set by the LCMC which gave them an opportunity to be able to submit a veto letter from SCAG.

**FUTURE AGENDA ITEMS**

There were no future agenda items.

**ANNOUNCEMENTS**

Regional Council Member Suely Saro, Long Beach, District 29, noted that the closing ceremony of the Olympics was in Long Beach and not Venice Beach.

**ADJOURNMENT**

There being no further business, President Hagman adjourned the meeting of the Regional Council at 1:57 p.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		
Alexander, Damon L.	San Bernardino, RC District 7	0			1									1		
Allen, Cindy	Long Beach, RC District 30	1			0									1		
Amezcuca, Valerie	Santa Ana, RC District 16	0			0									0		
Barger, Kathryn	Los Angeles County	0			0									0		
Bass, Karen	Los Angeles, (Member at Large)	0			0									0		
Becerra, Elizabeth	Victorville, RC District 65	0			0									0		
Blumenfield, Bob	Los Angeles, RC District 50	0			0									0		
Boyer, Gary	Glendora, RC District 33	0			1									1		
Boyles, Drew	El Segundo, RC District 40	1			0									1		
Brown, Art	Buena Park, RC District 21	1			1									2		
Bucknum, Wendy	Mission Viejo, RC District 13	1	D	D	1									2		
Clark, Margaret	Rosemead, RC District 32	1			1									2		
Crosswhite, Jenny	Santa Paula, RC District 47	1			1									2		
de Leon, Kevin	Los Angeles, RC District 61	0			0									0		
Denison, Rick	Yucca Valley, RC District 11	1			1									2		
Dumitru, Jon	Orange, RC District 17	1			0									1		
Dunn, Lucy	Business Representative	1			1									2		
Eich, Keith	La Cañada Flintridge, RC District 36	1			1									2		
Finlay, Margaret E.	Duarte, RC District 35	1	A	A	0									1		
Frometa, Claudia M.	Downey, RC District 25	1			0									1		
Gabbard, John	Dana Point, RC District 12	0			1									1		
Gazeley, James	Lomita, RC District 39	1			0									1		
Goodman, Marshall	La Palma, RC District 18	1			0									1		
Goodsell, Mike	ICTC Representative				1									1		
Hagman, Curt	San Bernardino County	1			1									2		
Harnik, Jan C.	RCTC Representative	1			1									2		
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0			0									0		
Henderson, Mark E.	Gardena, RC District 28	1			0									1		
Hernandez, Eunisses	Los Angeles, RC District 48	0			0									0		
Hernandez, Laura	Port Hueneme, RC District 45	1			1									2		
Hutt, Heather	Los Angeles, RC District 57	0	R	R	0									0		
Judge, Mike T.	VCTC Representative	1			1									2		
Kalmick, Joe	Seal Beach, RC District 20	1			1									2		
Kelley, Trish	TCA Representative	1			0									1		
Kelly, Kathleen	Palm Desert, RC District 2	1			1									2		
Kim, Tammy	Irvine, RC District 14	1			0									1		
Kleiman, Lauren	Newport Beach, RC District 15	1			0									1		
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep	0			0									0		
Krupa, Linda	Hemet, RC District 3	1	K	K	0									1		
Lara, Andrew	Pico Rivera, RC District 31				1									1		
Lee, John	Los Angeles, RC District 59	0			0									0		
Leon, Carlos A.	Anaheim, RC District 19	0			1									1		
Lock Dawson, Patricia	Riverside, RC District 68	0			1									1		
Lopez, Vianey	Ventura County	0			1									1		
Lorimore, Clint	Eastvale, RC District 4	1			1									2		
Mann, Ken	Lancaster, RC District 43	1			0									1		
Manos, Steve	Lake Elsinore, RC District 63	1			1									2		
Marquez, Ray	Chino Hills, RC District 10	1			1									2		
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. Reg. Plng. Brd.	0			0									0		
McCallon, Larry	Air District Representative	1			1									2		
McKeon, Casey	Huntington Beach, RC District 64	1			0									1		
McOsker, Tim	Los Angeles, RC District 62	1			0									1		
Meister, Lauren	West Hollywood, RC District 41	1			1									2		
Michael, L. Dennis	Rancho Cucamonga, RC District 9	0			0									0		
Nava, Marisela	Perris, RC District 69	1			1									2		
Navarro, Frank J.	Colton, RC District 6	1			0									1		
Padilla, Imelda	Los Angeles, RC District 53	0			0									0		
Park, Traci	Los Angeles, RC District 58	0			0									0		
Perez, Nikki	Burbank, RC District 42	0			0									0		
Plancarte, Luis	Imperial County	1			1									2		

Attachment: RC Attendance Sheet 2024-25 (Minutes of the Meeting - September 5, 2024)





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

Southern California Association of Governments  
**November 7, 2024**

**2025 Schedule of Regular Meetings**

[Approved by the Regional Council: Tentative]

All regular meetings of the Executive/Administration Committee, Policy Committees, and Regional Council are scheduled on the 1<sup>st</sup> Thursday of each month. **\*Dates are subject to change\***

<b>THURSDAY</b>		
<b>Executive/Administration Committee (EAC) - In Person</b>	9:00 AM - 9:50 AM	<b>Policy Room B</b>
<b>Community, Economic and Human Development (CEHD) Committee - Hybrid (In Person and Remote)</b>	10:00 AM - 11:45 AM	<b>Policy Room B</b>
<b>Energy and Environment Committee (EEC) - Hybrid (In Person and Remote)</b>	10:00 AM - 11:45 AM	<b>Policy Room A</b>
<b>Transportation Committee (TC) - Hybrid (In Person and Remote)</b>	10:00 AM - 11:45 AM	<b>Board Room</b>
<b>Regional Council (RC) - In Person</b>	12:15 PM - 2:00 PM	<b>Board Room</b>

<b>Executive Administration Committee, Regional Council and Policy Committees</b>
<b>January 2, 2025 - No Meetings (DARK)</b>
<b>February 6, 2025 - EAC, Joint Policy Committee and RC meetings (No individual Policy Committees)</b>
<b>March 6, 2025</b>
<b>April 3, 2025</b>
<b>April 30 - May 2, 2025 (Wednesday - Friday) SCAG 2025 Regional Conference and General Assembly, Palm Desert</b>
<b>June 5, 2025</b>
<b>July 3, 2025</b>
<b>August 7, 2025 - No Meetings (DARK)</b>
<b>September 4, 2025</b>
<b>October 2, 2025 - No Meetings (DARK) due to Yom Kippur</b>
<b>November 6, 2025</b>
<b>December 3, 2025 - Special EAC Meeting</b>
<b>December 4, 2025 - Economic Summit (No Policy Committees or Regional Council Meetings)</b>



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
November 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** Contract 24-020-C01 Amendment 2, Addressing Barriers to Economic  
Opportunities

**RECOMMENDED ACTION:**

Approve Contract No. 24-020-C01 Amendment 2 to increase the not to exceed amount from \$243,409 to \$412,732.41 (an increase of \$169,323.41) with Dalberg Consulting-U.S., LLC. Authorize the Executive Director, or designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing.

**EXECUTIVE SUMMARY:**

*On February 22, 2024, SCAG awarded Contract No. 24-020-C01 to Dalberg Consulting-U.S., LLC to support SCAG in the development of a region-wide report with recommendations and best practices that address barriers to employment and training opportunities, with an emphasis on lower-income communities and communities of color. The consultant conducted research and analysis on the key barriers and engaged community members to ground truth the findings. The consultant also convened workforce experts to develop recommendations and best practices to address the barriers.*

*This contract amendment extends the current agreement from 12/31/24 to 5/31/2025 and increases the contract value by \$169,323.41 from \$243,409 to \$412,732.41 to provide supplemental research and synthesize findings on local workforce development initiatives. The deliverables for this project are six county-level profiles (one for each county) that will highlight unique barriers to employment, opportunities, and pathways to quality jobs, and important considerations for stakeholders to ensure that efforts to create quality jobs address these barriers.*



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

**BACKGROUND:**

Staff recommends executing the following amendment to extend the contract term from 12/31/24 to 5/31/2025 and increase the not-to-exceed contract value by \$169,323.41.

<b>Consultant/Contract #</b>	<b>Description</b>	<b>Amount</b>
Dalberg Consulting-U.S. LLC 24-020-C01 Amendment 2	The consultant will continue to provide support to SCAG in the development of a region-wide report with recommendations and best practices that address barriers to employment and training opportunities, with an emphasis on lower-income communities and communities of color.	\$169,323.41

**FISCAL IMPACT:**

Funding of \$169,323.41 is included in the FY 2024-25 Overall Work Program (OWP) Budget Amendment 1, in Project Number 320-4902Y2.01, and the term extension is pending the grantor approval.

**ATTACHMENT(S):**

1. Contract 24-020-C01 A02 Contract Summary
2. Contract 24-020-C01 A02 COI Form

**CONSULTANT CONTRACT NO. 24-020-C01 AMENDMENT NO. 2**

<b>Consultant:</b>	Dalberg Consulting-U.S., LLC	
<b>Background &amp; Scope of Work:</b>	<p>On February 22, 2024, SCAG awarded Contract No. 24-020-C01 to Dalberg Consulting-U.S., LLC to support SCAG in the development of a region-wide report with recommendations and best practices that address barriers to employment and training opportunities, with an emphasis on lower-income communities and communities of color. The consultant conducted research and analysis on the key barriers and engaged community members to ground truth the findings. The consultant also convened workforce experts to develop recommendations and best practices to address the barriers.</p> <p>This contract amendment extends the current agreement from 12/31/24 to 5/31/2025 and increases the contract value by \$169,323.41 from \$243,409 to \$412,732.41 to provide supplemental research and synthesize findings on local workforce development initiatives. The deliverables for this project are six action-oriented implementation plans (one for each county) for training and expanding access to family-supporting jobs.</p>	
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Document common barriers to training and employment opportunities in the SCAG region, with an emphasis on communities of color and low-income communities, through research and community engagement;</li> <li>• Develop a report with recommendations and best practices for addressing intersectional barriers to economic opportunities in the SCAG region;</li> <li>• Tie recommendations to existing funding resources where applicable, and identify where new or different funding resources are needed; and</li> <li>• Support a more dynamic and inclusive regional economy by addressing barriers to economic mobility.</li> </ul>	
<b>Strategic Plan:</b>	<p>This item supports SCAG's Strategic Plan Priorities:</p> <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; and</li> <li>3. Spur innovation and action through leadership in research, analysis and information sharing.</li> </ol>	
<b>Amendment Amount:</b>	Amendment 2	\$169,323.41
	Amendment 1 (administrative - no change to contract's value)	\$0
	Original contract value	<u>\$243,409</u>
	<b>Total contract value is not to exceed</b>	\$412,732.41
	This contract 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.	
<b>Contract Period:</b>	February 22, 2024 through May 31, 2025	
<b>Project Number:</b>	320-4902Y2.01 \$169,323.41 Funding source: California Workforce Development Board (CWDB-IERS)	

Attachment: Contract 24-020-C01 A02 Contract Summary (Contract 24-020-C01 Amendment 2, Addressing Barriers to Economic Opportunities)

	Funding of \$169,323.41 is included in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget Amendment 1, in Project Number 320-4902Y2.01.
<b>Basis for the Amendment:</b>	This contract amendment provides for additional research needed to expand and develop supplemental county-level profiles focused on local efforts to increase access to quality jobs. Consistent with the Inclusive Economic Recovery Strategy Implementation Grant that funds this project, the consultant will synthesize findings from the original research and insights from the California Jobs First regional reports in Southern California. For each county, the profiles will highlight unique barriers to employment, opportunities, pathways to quality jobs, and important considerations for stakeholders to ensure that efforts to create quality jobs address these barriers. This comprehensive approach will provide local jurisdictions with a deeper understanding of specific county-level strategies to expand access to quality jobs, as proposed by the five California Jobs First regional tables within the SCAG region.

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

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)?
Dalberg Consulting-U.S., LLC (prime consultant)	No - form attached



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

Contract No. 24-020

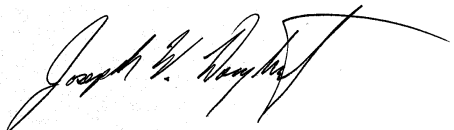
- 1) All persons or firms, including subconsultants, must complete this certification and certify, under penalty of perjury, that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager:
  - a) Are not presently debarred, suspended, 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.

Dalberg Consulting US, LLC

Name of Firm



Signature (original signature required)

October 7, 2024

Date

# SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 24-020-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:** Dalberg Consulting US LLC  
**Name of Preparer:** Joseph Dougherty  
**Project Title:** Addressing Barriers to Economic Opportunity  
**Date Submitted:** October 7<sup>th</sup>, 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) Joseph William Dougherty, hereby declare that I am the (position or title) Partner and Co-Owner of Dalberg Consulting US LLC and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 7<sup>th</sup> 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.**



October 7<sup>th</sup>, 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.



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

Southern California Association of Governments  
November 7, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Kana Sato-Nguyen, Department Manager  
(213) 236-1865, nguyenk@scag.ca.gov

**Subject:** Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25  
Comprehensive Budget

*Kome Ajise*

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 24-668-1 approving a first amendment to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A first amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$30,657,159, increasing the FY 2024-25 OWP Budget from \$396,060,262 to \$426,717,421;
2. A first amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of \$26,911, increasing the FTA Budget from \$277,729 to \$304,640;
3. A first amendment to the Indirect Cost Budget, in the amount of (\$960,777), reducing the Indirect Cost Budget from \$36,116,826 to \$35,156,049;
4. A first amendment to the General Fund Budget in the amount of \$135,000, increasing the General Fund Budget from \$3,089,698 to \$3,224,698; and
5. Authorization for SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

**RECOMMENDED ACTION FOR RC:**

That the Regional Council (RC) adopt Resolution No. 24-668-1 approving a first amendment to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A first amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$30,657,159, increasing the FY 2024-25 OWP Budget from \$396,060,262 to \$426,717,421;

2. A first amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of \$26,911, increasing the FTA Budget from \$277,729 to \$304,640;
3. A first amendment to the Indirect Cost Budget, in the amount of (\$960,777), reducing the Indirect Cost Budget from \$36,116,826 to \$35,156,049;
4. A first amendment to the General Fund Budget in the amount of \$135,000, increasing the General Fund Budget from \$3,089,698 to \$3,224,698; and
5. Authorization for SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

*Staff recommends that the EAC and RC adopt Resolution No. 24-668-1 approving a first amendment (Budget Amendment 1) to the Fiscal Year 2024-25 Comprehensive Budget in the amount of \$30,867,046, including:*

1. *A first amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$30,657,159, increasing the FY 2024-25 OWP Budget from \$396,060,262 to \$426,717,421;*
2. *A first amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of \$26,911, increasing the FTA Budget from \$277,729 to \$304,640;*
3. *A first amendment to the Indirect Cost Budget, in the amount of (\$960,777), reducing the Indirect Cost Budget from \$36,116,826 to \$35,156,049;*
4. *A first amendment to the General Fund Budget in the amount of \$135,000, increasing the General Fund Budget from \$3,089,698 to \$3,224,698; and*
5. *Authorization for SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.*

**BACKGROUND:**

On May 1 and 2, 2024, the EAC and RC, respectively, approved the FY 2024-25 Final Comprehensive Budget, which included the FY 2024-25 OWP budget in the amount of \$396.1 million. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) subsequently approved SCAG's FY 2024-25 OWP on May 29, 2024.



In October 2024, the California Department of Transportation (Caltrans) issued a reconciliation letter to confirm unexpended carryover funds totaling \$14.5 million in CPG funds and other state grants as of June 30, 2024. The FY 2024-25 OWP budget adopted in May 2024 included carryover estimates for CPG funds of 4.0 million and carryover estimates for State Transportation Planning Grants of \$3.7 million. Budget Amendment 1 includes adjustments to account for the actual grant balances certified by Caltrans, as well as adjustments for other carryovers for various Federal, State, and Local funding sources.

**DISCUSSION:**

**A. Budget Amendment**

Staff recommends that the EAC and RC approve Budget Amendment 1 to the FY 2024-25 Comprehensive Budget in the amount of \$30,867,046, increasing the FY 2024-25 Comprehensive Budget from \$403.7 million to \$434.6 million. Table 1 shows the changes to the FY 2024-25 Comprehensive Budget Funding Sources:

<b>Table 1. FY 2024-25 Comprehensive Budget Funding Sources</b>			
<b>FUNDING SOURCES</b>	<b>FY25 Adopted</b>	<b>Change</b>	<b>FY25 Amend #1</b>
FHWA PL - Metropolitan Planning	25,328,774	3,888,283	29,217,057
FTA 5303 - Metropolitan Planning	14,960,300	2,454,272	17,414,572
FHWA SPR - Strategic Partnerships	-	500,000	500,000
FTA 5304 - Strategic Partnerships Transit	-	500,000	500,000
Federal Other	13,357,274	3,266,300	16,623,574
SB 1 - Sustainable Communities Formula Grants	8,521,927	538,831	9,060,758
SHA - Sustainable Communities Grants	299,959	-	299,959
Carbon Reduction Program (CRP)	8,495,041	1,856,695	10,351,736
Congestion Mitigation and Air Quality (CMAQ)	-	2,424,178	2,424,178
Surface Transportation Block Grant Program (STBG)	-	1,465,323	1,465,323
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	265,859	1,352,293	1,618,152
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	203,004,546	12,437,697	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,568,914	49,999	16,618,913
State Other	4,243,986	675,520	4,919,506
TDA	11,556,247	(1,039,888)	10,516,359
In-Kind Commitments	5,706,639	442,446	6,149,085
Cash/Local Other	84,802,790	(127,879)	84,674,911
General Fund	3,089,698	135,000	3,224,698
Net Projected Indirect Cost and Fringe Benefits Cost Carryforward	3,500,328	47,976	3,548,304
<b>TOTAL FUNDING SOURCES</b>	<b>403,702,282</b>	<b>30,867,046</b>	<b>434,569,328</b>

**i. Amendment 01 to the FY 2024-25 Overall Work Program (OWP)**

Budget Amendment 1 to the FY 2024-25 Comprehensive Budget includes an increase to the FY 2024-25 OWP in the amount of \$30,657,159, increasing the FY 2024-25 OWP budget from \$396.1 million to \$426.7 million. Table 2 shows the changes to the FY 2024-25 OWP Funding Sources:

<b>Table 2. FY 2024-25 OWP Funding Sources</b>			
<b>OWP FUNDING SOURCES</b>	<b>FY25 Adopted</b>	<b>Change</b>	<b>FY25 Amend #1</b>
FHWA PL - Metropolitan Planning	25,328,774	3,888,283	29,217,057
FTA 5303 - Metropolitan Planning	12,899,649	2,454,272	15,353,921
FTA 5303 - Metropolitan Planning Toll Credit	2,060,651	-	2,060,651
FHWA SPR - Strategic Partnerships	-	500,000	500,000
FTA 5304 - Strategic Partnerships Transit	-	500,000	500,000
Federal Other	13,357,274	3,266,300	16,623,574
Carbon Reduction Program (CRP)	8,495,041	1,856,695	10,351,736
Congestion Mitigation and Air Quality (CMAQ)	-	2,424,178	2,424,178
Surface Transportation Block Grant Program (STBG)	-	1,465,323	1,465,323
SB 1 - Sustainable Communities Formula Grants	8,521,927	538,831	9,060,758
SHA - Climate Adaptation Grant	299,959	-	299,959
TDA	10,781,982	(1,039,888)	9,742,094
State Other	4,243,986	675,520	4,919,506
Regional Early Action Planning (REAP) 2019 Grants	265,859	1,352,293	1,618,152
Regional Early Action Planning (REAP) 2021 Grants	203,004,546	12,437,697	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,568,914	49,999	16,618,913
In-Kind Commitments	5,706,639	442,446	6,149,085
Cash/Local Other	84,525,061	(154,790)	84,370,271
<b>TOTAL FUNDING SOURCES</b>	<b>396,060,262</b>	<b>30,657,159</b>	<b>426,717,421</b>

- 1) **\$3.9 million** increase for FHWA PL and a **\$2.5 million** increase for FTA 5303 (Consolidated Planning Grants (CPG) funds) due to carryover based on the reconciliation letter issued by Caltrans;
- 2) **\$1 million** combined increase for FHWA SPR and FTA 5304 for two new grants awarded under Caltrans Sustainable Transportation Planning Grants Program
  - a. \$500,000 for Southern California Airport Passenger Surface Transportation Study;
  - b. \$500,000 for Planning for Main Streets;
- 3) **\$3.3 million** net increase for Federal Other, including:
  - a. \$1 million in carryover adjustments for the existing grant funding;
  - b. \$2.3 million in total for two new grants from the Office of Traffic Safety (OTS);
- 4) **\$1.9 million** increase for Carbon Reduction Program (CRP) to program the full funding for some of the Regional Pilot Initiative (RPI) projects, **\$2.4 million** increase for Congestion Mitigation and Air Quality (CMAQ) and **\$1.5 million** for Surface Transportation Block Grant (STBG) to program new projects to support 2028 Olympic and Paralympic Games associated efforts as well as programming effort;



- 5) **\$0.5 million** increase for Senate Bill 1 (SB1) Sustainable Communities (SC) Formula Grants based on the reconciliation letter issued by Caltrans as well as the updated FY25 SB1 SC Formula Grants Award letter;
- 6) **(\$1.0) million** net reduction for Transportation Development Act (TDA):
  - a. (\$3.3) million net reduction primarily due to switching the fund source from TDA to CPG in response to the higher CPG carryover amounts;
  - b. \$2.3 million increase as placeholder to temporarily match the Safe Streets and Roads for All (SS4A) grant as well as CRP RPI projects;
- 7) **\$0.7 million** increase for State Other funds due to carryover adjustments for the existing grant funding sources;
- 8) **\$1.4 million** increase for the Regional Early Action Planning (REAP) 2019 Grants (REAP 2019) and **\$12.4 million** increase for REAP 2021 Grants (REAP 2.0) due to carryover adjustments. See additional discussion on the REAP 2.0 budget under **Section ii** below;
- 9) **\$50K** increase for Mobile Source Air Pollution Reduction Review Committee (MSRC) Last Mile Freight Program (LMFP) Grant fund due to carryover adjustments; and
- 10) **\$0.3 million** net increase for In-Kind/Cash/Local Other due to carryover adjustments.

Table 3 shows the changes to the FY 2024-25 OWP expenditures in the amount of \$30,657,159:

OWP EXPENDITURES	FY25 Adopted	Change	FY25 Amend #1
Salaries, Allocated Fringe Benefits and Indirect Cost	57,275,345	(1,326,700)	55,948,645
Consultants*	66,934,122	(5,998,010)	60,936,112
Consultants-Technical Assistance/Pass-Through Payments	171,664,739	21,939,405	193,604,144
Non-Profits/IHL	-	10,500	10,500
In-Kind Commitments	5,706,639	442,446	6,149,085
Cash/Local Other	83,825,061	-	83,825,061
Other Costs	10,654,356	15,589,518	26,243,874
<b>TOTAL EXPENDITURES</b>	<b>396,060,262</b>	<b>30,657,159</b>	<b>426,717,421</b>

\*Consultants includes Consultants and Consultant Toll Credits

- 1) **(\$1.3) million** reduction in Salaries, Allocated Fringe Benefits, and Indirect Costs due to the staffing changes (please see **Salary Schedule Update and Personnel Changes** section below);
- 2) **(\$6.0) million** reduction in Consultants:
  - a. (\$18 million) reduction for REAP 2.0 Consultant budget to reflect the reduced award amount for the REAP 2.0 Program Budget Reduction as per the State’s announcement;
  - b. \$4.1 million increase for CRP, CMAQ, STBG Consultant budget;
  - c. \$2.8 million increase for Consultant budget funded by new grants;
    - i. \$1.8 million increase for the two OTS grants Consultant budget
    - ii. \$1.0 million increase for the two Caltrans Sustainable Transportation Planning grants Consultant budget

- d. \$2.2 million increase to match SS4A and CRP RPI Consultant budget;
  - e. \$2.5 million increase for Consultant carryover adjustments funded by special grants; and
  - f. \$0.5 million increase for CPG, TDA Consultant budget due to new requests as well as carryover adjustments;
- 3) **\$15.6 million** increase for Other Costs primarily due to:
- a. adjustments made to the set-aside for outyear labor budget for special grants such as \$9.5 million for REAP 2.0 and \$1.9 million for various fund sources; and
  - b. \$4.1 million for CPG set-aside budget for FY 2024-25 OWP Amendment 2 as well as FY 2025-26 OWP.

**Attachment 2** includes a detailed list of FY 2024-25 Comprehensive Budget changes, including the OWP. The updated FY 2024-25 OWP incorporating Amendment 1 changes will be submitted to Caltrans following the EAC and RC approval and is available online at <https://scag.ca.gov/financial-overall-work-program>.

## ii. **REAP 2.0 Budget**

The adopted FY 2024-25 OWP included \$203 million in REAP 2.0 funding. Due to the pause of the program in FY24, the actual expenditures were less than anticipated. This caused a higher carryover adjustment to the REAP 2.0 balance in the FY 2024-25 OWP, increasing the REAP 2.0 funding by \$12.4 million.

The net increase of the \$12.4 million also included the program cost reductions that were made in response to the reduced award amount for the REAP 2.0 Program Budget Reduction as per the State's announcement. The original REAP 2.0 award amount was \$246 million which was reduced by \$14.5 million. In revising the REAP 2.0 budget to reflect the reduced award amount, the suballocation programs were prioritized and the reduction came predominantly from the removal of for the Regional Pilot Initiative Program (RPI) consultant carryover (\$14.6 million). The funding source of the RPI Program was switched to a different source to allow staff to move forward with the board approved projects. Staff are currently working on revising the grant scope document per the Department of Housing and Community Development (HCD) guidance. Further adjustments needed to reflect the final revised grant scope will be included in the future budget amendment. As a next step following HCD's approval of our revised REAP 2.0 scope, staff will execute the necessary documents with HCD to amend our grant agreements and budget. Any additional changes needed to the FY 2024-25 OWP to align with the approved HCD budget will be brought to the board in a future budget amendment.

### iii. FTA Discretionary and Formula Grant Budget (FTA Grant)

This budget amendment results in an increase of \$26,911 to the FTA Grant Budget, increasing the budget from \$277,729 to \$304,640. The increase is due to the carryover adjustments of the local funding which supports the compliance monitoring effort.

### iv. Indirect Cost Budget

This Budget Amendment results in a reduction of **(\$960,777)** to the Indirect Cost Budget, decreasing the budget from \$36,116,826 to \$35,156,049. The proposed changes include:

- (\$13,703) net reduction in Salaries and Allocated Fringe Benefits due to staffing changes;
- (\$460,351) reduction in Consultant/Consultant Other as well as (\$486,723) net reduction in Other Costs, including but not limited to Cloud Support, Software, Subscription, Printing and Travel costs, primarily due to our effort to achieve a leaner budget for the Indirect Cost activities.

The amended Indirect Cost Budget includes \$35.2 million for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program.

### v. General Fund Budget

This Budget Amendment results in an increase of **\$135,000** to the General Fund Budget, increasing the total budget from \$3,089,698 to \$3,224,698. The increase is to account for the international travel costs for staff, which were approved by or to be reviewed by the Regional Council and for potential Capital Outlay costs.

## B. Salary Schedule Update and Personnel Changes

Budget Amendment 1 includes removal of positions, additional positions, position upgrades, downgrade, and term extensions, as proposed in **Attachment 3**. These changes will result in a net 0 change for the total position count which will remain at 235.

In addition, included in this amendment is an update to the Salary Schedule to add a new Junior Planner classification. This addition will support the development and implementation of an entry-level cohort program. The Junior Planner classification and cohort program is intended to hire entry-level planning professionals to develop and equip them with the knowledge, skills, and tools to execute SCAG's mission and regional priorities at the local level upon completion of their term in the program. The updated salary schedule is included in **Attachment 4**.

Lastly, staff is requesting to authorize SCAG Executive Director, or in his absence, the Chief Financial Officer, to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner. This will resolve any timing challenge between grant awards and SCAG's budget amendment process, allowing staff to swiftly move forward with recruitment of limited-term grant funded positions to successfully implement projects.

**FISCAL IMPACT:**

Budget Amendment 1 increases the FY 2024-25 Comprehensive Budget in the amount of \$30,867,046 increasing the FY 2024-25 Comprehensive Budget from \$403.7 million to \$434.6 million, which includes an increase to the FY 2024-25 OWP in the amount of \$30,657,159, increasing the OWP budget from \$396.1 million to \$426.7 million. After approval by the EAC and RC, Amendment 1 to the FY 2024-25 OWP will be submitted to Caltrans for final approval.

**ATTACHMENT(S):**

1. Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25 Final Comprehensive Budget, including the Overall Work Program (OWP)
2. List of Budget Changes - FY25 Comprehensive Budget Amendment 1
3. List of Personnel Changes - FY25 Comprehensive Budget Amendment 1
4. Updated Salary Schedule - FY25 Comprehensive Budget Amendment 1



RESOLUTION NO. 24-668-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 1 TO THE FISCAL YEAR 2024-25 COMPREHENSIVE BUDGET, INCLUDING THE OVERALL WORK PROGRAM (OWP)

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

REGIONAL COUNCIL OFFICERS

- President Curt Hagman, County of San Bernardino
First Vice President Cindy Allen, Long Beach
Second Vice President Ray Marquez, Chino Hills
Immediate Past President Art Brown, Buena Park

COMMITTEE CHAIRS

- Executive/Administration Curt Hagman, County of San Bernardino
Community, Economic & Human Development David J. Shapiro, Calabasas
Energy & Environment Luis Plancarte, County of Imperial
Transportation Tim Sandoval, Pomona

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

WHEREAS, SCAG has developed the Fiscal Year (FY) 2024-25 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Budget; the General Fund Budget; the Indirect Cost Budget; and the Fringe Benefits Budget; and

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

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

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

WHEREAS, SCAG's Regional Council approved the FY 2024-25 Comprehensive Budget including the OWP in May 2024, which was subsequently approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in May 2024; and

WHEREAS, Amendment 1 to the FY 2024-25 Comprehensive Budget, including the OWP, will result in: an OWP budget increase of \$30,657,159, from \$396,060,262 to \$426,717,421; an FTA Discretionary and Formula Grant budget increase of \$26,911, from \$277,729 to \$304,640, an Indirect Cost budget decrease of \$960,777, from \$36,116,826 to \$35,156,049; a General Fund budget decrease of \$135,000, from \$3,089,698 to \$3,224,698; and

WHEREAS, Amendment 1 to the FY 2024-25 Comprehensive Budget including the OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Regional Council on November 7, 2024.

Attachment: Resolution No. 24-668-1 Approving Amendment 1 to the FY 2024-25 Final Comprehensive Budget, including the Overall Work

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council of the Southern California Association of Governments, that the Amendment 1 to the FY 2024-25 Comprehensive Budget including the OWP, and as further described in the recitals above, is approved and adopted.

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council hereby authorizes submittal of Amendment 1 to the FY 2024-25 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG's approved FY 2024-25 Indirect Cost Rate Proposal (ICRP) to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
5. The SCAG Bylaws give the SCAG Executive Director authority to administer the Personnel Rules. In accordance with that authority, the SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to make administrative amendments to the FY 2024-25 Comprehensive Budget including the OWP to implement the Personnel Rules.
6. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget amendments to SCAG's FY 2024-25 Comprehensive Budget including the OWP, based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
7. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, and this includes submittal and execution of the required program updates to the Department of Housing and Community Development (HCD) for REAP 2.0 funding, as well as Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs, which includes grant projects entitled:
  - a. The Soboba Tribal Climate Change Adaptation Plan,
  - b. Southern California Airport Passenger Surface Transportation Study, and
  - c. Planning for Main Streets
8. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2024-25 OWP that do not affect

the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.

9. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2024-25 General Fund Budget; the Indirect Cost Budget; the Fringe Benefit Budget; FTA Discretionary and Formula Grant Budget; and the TDA Budget that do not exceed the overall funding amounts approved by the SCAG Regional Council and the participating State and Federal agencies.
10. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2024-25 TDA Budget, including exceeding the TDA Budget approved by the Regional Council, for the purpose of allocating additional funding to projects that are included in the approved OWP, when such exceedance is necessary to execute or implement the OWP approved by the Regional Council.
11. The Executive Administration Committee, if authorized by the General Assembly through the General Fund budget adoption, and to be consistent with such delegation from the General Assembly, is delegated authority and authorized to make amendments to the FY 2024-25 General Fund Budget that do not impact the Membership Assessment Schedule, including amending the General Fund Budget approved by the General Assembly, when such exceedance is necessary to execute or implement the operational activities and the exceedance can be covered by the Unassigned General Fund balance.
12. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programed under the FY 2024-25 Comprehensive Budget including the OWP.
13. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to use available fund balances from future grant awards received after the adoption of this Budget Amendment 1 to hire limited-term staff, as needed, to implement the grant award funded program in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 7<sup>th</sup> day of November, 2024.

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Curt Hagman  
President, SCAG  
County of San Bernardino

Attested by:

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Kome Ajjise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel









FY 2024-25 Comprehensive Budget Amendment 1, including FY 2024-25 OWP Amendment 1 - Formal  
List of Budget Changes

Director	Project Task No.	Project Task Name	OWP Category	Budget Change	K (non-OWP)	GF (non-OWP)	TDA (non-OWP)	Local (non-OWP)	CPG FHWA_PL	CPG FTA_S301	TDA	FHWA SPN	FTA S304	SHA	FY23 581 Formula	FY24 581 Formula	FY25 581 Formula	FY24 OTS	FY25 OTS	DOE	SSA	FCC	FHWA Hwy's To Blvd	FY23 CDP	FY22 CMAQ	FY27 STBG	State Others	MSRC	ATP	IERS Grant	REAP AR 301	REAP 2021	Cash/Local Other	In Kind Commitments	OWP Page No.	Justification	
Julie Shroyer	811.1163.20	IT Systems Maintenance & Support	SCAG	(246,384)	(246,384)																																FTE updates for staff costs; staff budget update due to staffing changes
Julie Shroyer	811.1163.21	Planning Systems Development & Support	CON	(250,000)	(250,000)																																Budget reduction based on the anticipated work in FY25
Julie Shroyer	811.1163.21	Planning Systems Development & Support	SCAG	43,252	43,252																																FTE updates for staff costs; staff budget update due to staffing changes
Julie Shroyer	811.1163.22	Planning Infrastructure - Aerial Imagery	SCAG	(18,800)	(18,800)																																Budget reduction based on the anticipated work in FY25
Julie Shroyer	811.1163.23	Planning Infrastructure - Modeling	SCAG	-	-																																Budget re-allocation within the same task across different cost categories (Cloud Services, Cloud Software to Cloud Support)
Julie Shroyer	811.1163.24	Planning Infrastructure - RDP	SCAG	-	-																																Budget re-allocation within the same task across different cost categories (Cloud Support to Cloud Services)
Julie Shroyer	811.1163.25	GPS System & Software Support	CON	(1,500)	(1,500)																																Budget reduction based on the anticipated work in FY25
		<b>TOTAL</b>		<b>29,838,233.00</b>	<b>(860,777.00)</b>	<b>111,000.00</b>	<b>26,911.00</b>	<b>3,888,283.00</b>	<b>2,454,272.00</b>	<b>(1,039,888.00)</b>	<b>500,000.00</b>	<b>500,000.00</b>	<b>-</b>	<b>179,611.00</b>	<b>242,550.00</b>	<b>122,250.00</b>	<b>1,099,391.00</b>	<b>2,279,793.00</b>	<b>82,841.00</b>	<b>-</b>	<b>(283,683.00)</b>	<b>87,958.00</b>	<b>1,856,695.00</b>	<b>2,424,178.00</b>	<b>1,465,323.00</b>	<b>291,820.00</b>	<b>49,999.00</b>	<b>1,240,270.00</b>	<b>(866,570.00)</b>	<b>1,352,233.00</b>	<b>12,437,697.00</b>	<b>(154,790.00)</b>	<b>442,446.00</b>				
		<b>Indirect Cost Budget Change</b>		<b>966,777</b>																																	
		<b>Net Projected Indirect Cost and Fringe Benefits Cost Carryforward</b>		<b>47,876</b>																																	
		<b>TOTAL</b>		<b>30,807,946.00</b>	<b>(860,777.00)</b>	<b>111,000.00</b>	<b>26,911.00</b>	<b>3,888,283.00</b>	<b>2,454,272.00</b>	<b>(1,039,888.00)</b>	<b>500,000.00</b>	<b>500,000.00</b>	<b>-</b>	<b>179,611.00</b>	<b>242,550.00</b>	<b>122,250.00</b>	<b>1,099,391.00</b>	<b>2,279,793.00</b>	<b>82,841.00</b>	<b>-</b>	<b>(283,683.00)</b>	<b>87,958.00</b>	<b>1,856,695.00</b>	<b>2,424,178.00</b>	<b>1,465,323.00</b>	<b>291,820.00</b>	<b>49,999.00</b>	<b>1,240,270.00</b>	<b>(866,570.00)</b>	<b>1,352,233.00</b>	<b>12,437,697.00</b>	<b>(154,790.00)</b>	<b>442,446.00</b>				

**FY 2024-25 Comprehensive Budget Amendment 1**  
**List of Personnel Changes**

No.	Division	Proposed Position	Work-Time (WT) Budget	Allocated Fringe Benefits (FB)	Total (WT+FB)	Estimated FY25 Budget Impact
<b>Removed Positions (n=9)</b>						
1	Planning	Assistant Regional Planner (Limited Term)	(75,752)	(49,266)	(125,018)	(125,018)
2	Planning	Senior Regional Planner (Permanent)	(103,990)	(67,630)	(171,621)	(171,621)
3	Planning	Senior Regional Planner (Permanent)	(107,708)	(70,048)	(177,757)	(177,757)
4	Planning	Senior Economist (Permanent)	(130,970)	(85,177)	(216,147)	(216,147)
5	Planning	Planning Supervisor (Permanent)	(135,699)	(88,252)	(223,950)	(223,950)
6	IT	Solution Architect (Permanent)	(150,075)	(97,602)	(247,676)	(247,676)
7	IT	Audio/Video Technician (Limited Term)	(61,204)	(39,804)	(101,009)	(101,009)
8	HR	Principal HR Analyst (Permanent)	(117,623)	(76,496)	(194,120)	(194,120)
9	GPA	Government Affairs Officer (Permanent)	(82,712)	(53,792)	(136,504)	(136,504)
<b>New Limited Term Positions (n=8) - New Positions budgeted at 0.5 FTE</b>						
1	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
2	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
3	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
4	Planning	Senior Regional Planner (Limited Term)	53,854	35,024	88,878	88,878
5	Planning	Principal Planner (Limited Term)	58,812	38,248	97,060	97,060
6	Finance	Budget and Grants Analyst (Limited Term)	45,160	29,370	74,530	74,530
7	Finance	Budget and Grants Analyst (Limited Term)	45,160	29,370	74,530	74,530
8	Finance	Senior Budget and Grants Analyst (Limited Term)	53,854	35,024	88,878	88,878
<b>New Permanent Position (n=1) - New Position budgeted at 0.5 FTE</b>						
1	Planning	Deputy Director (Permanent)	96,926	63,036	159,962	159,962
<b>Limited-Term to Permanent Position Conversion (n=2)</b>						
1	Finance	Budget and Grants Analyst (Permanent)				No Impact
2	Finance	Budget and Grants Analyst (Permanent)				No Impact
<b>Position Upgrade (n=4)</b>						
1	IT	Applications Administrator to Senior Applications Administrator	5,224	3,398	8,622	8,622
2	IT	Lead System Analyst to Applications Analyst Supervisor	6,750	4,390	11,139	11,139
3	IT	Lead Projects Manager to Department Manager	11,040	7,180	18,219	18,219
4	Planning	Senior Modeler to Principal Modeler	5,739	3,732	9,472	9,472
<b>Position Downgrade (n=1)</b>						
1	IT	IT PMO Supervisor to IT Projects Manager	(18,991)	(12,351)	(31,341)	(31,341)
<b>Limited Term Position Extention (n=3)</b>						
1	Planning	Assistant Regional Planner (Limited Term) from 0.5 to 1.0 FTE	37,543	24,416	61,958	61,958
2	Planning	Assistant Regional Planner (Limited Term) from 0.5 to 1.0 FTE	33,205	21,595	54,800	54,800
3	Planning	Assistant Regional Planner (Limited Term) from 0.5 to 1.0 FTE	38,181	24,831	63,013	63,013
<b>Total</b>						<b>(547,446)</b>

Updated Salary Schedule - FY25 Comprehensive Budget Amendment 01

	Classification	Ranges						Time Base
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	
			Hourly		Hourly		Hourly	
1	Accountant	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
2	Administrative Assistant	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
3	Application Developer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
4	Applications Administration Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
5	Applications Analyst Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
6	Applications Administrator	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
7	Assistant Modeler	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
8	Assistant Regional Planner	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
9	Associate Modeler	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
10	Associate Regional Planner	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
11	Audio/Video Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
12	Audio/Video Technician	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly
13	Benefits Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
14	Budget and Grants Analyst	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
15	Chief Counsel	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
16	Chief Financial Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
17	Chief Government and Public Affairs Officer	\$201,063.48	\$96.67	\$245,297.44	\$117.93	\$289,531.41	\$139.20	Monthly
18	Chief Human Resources Officer	\$201,063.48	\$96.67	\$245,297.44	\$117.93	\$289,531.41	\$139.20	Monthly
19	Chief Information Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
20	Chief Operating Officer	\$261,221.67	\$125.59	\$318,690.44	\$153.22	\$376,159.21	\$180.85	Monthly
21	Chief Planning Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
22	Chief Strategy Officer	\$233,233.64	\$112.13	\$284,545.03	\$136.80	\$335,856.43	\$161.47	Monthly
23	Clerk of the Board	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
24	Communications Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
25	Community Engagement Specialist	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
26	Contracts Administrator	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
27	Creative Designer	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
28	Database Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
29	Department Manager	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
30	Deputy Clerk of the Board	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
31	Deputy Director (Division)	\$173,330.58	\$83.33	\$211,463.31	\$101.67	\$249,596.04	\$120.00	Monthly
32	Deputy Legal Counsel	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
33	Executive Assistant	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
34	Executive Director ^	flat	---	flat	---	\$393,460.00	---	Monthly
35	Facilities Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
36	Finance Associate	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Monthly
37	GIS Application Developer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
38	GIS Applications Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
39	GIS Database Administraor	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
40	Government Affairs Officer	\$76,794.60	\$36.92	\$90,233.65	\$43.38	\$103,672.71	\$49.84	Monthly
41	Human Resources Analyst I	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
42	Human Resources Analyst II	\$83,859.70	\$40.32	\$98,535.15	\$47.37	\$113,210.60	\$54.43	Monthly
43	Internal Auditor	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
44	IT PMO Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
45	IT Project Manager	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
46	IT Projects Assistant	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Hourly
47	Junior Planner	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
48	Lead IT Help Desk	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly

Attachment: Updated Salary Schedule - FY25 Comprehensive Budget Amendment 1 (Resolution No. 24-668-1 Approving Amendment 1 to the

Updated Salary Schedule - FY25 Comprehensive Budget Amendment 01

	Classification	Ranges						Time Base
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	
			Hourly		Hourly		Hourly	
49	Lead Projects Manager	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
50	Lead Systems Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
51	Legislative Affairs Analyst	\$76,794.60	\$36.92	\$90,233.65	\$43.38	\$103,672.71	\$49.84	Monthly
52	Management Analyst	\$91,574.79	\$44.03	\$107,600.38	\$51.73	\$123,625.97	\$59.44	Monthly
53	Modeling Supervisor	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
54	Office Assistant	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly
55	Office Services Specialist	\$49,455.83	\$23.78	\$58,110.60	\$27.94	\$66,765.37	\$32.10	Hourly
56	Payroll Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
57	Planning Administration Officer	\$149,422.92	\$71.84	\$182,295.96	\$87.64	\$215,169.00	\$103.45	Monthly
58	Planning Supervisor	\$120,119.61	\$57.75	\$141,140.54	\$67.86	\$162,161.47	\$77.96	Monthly
59	Principal Accountant	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
60	Principal Budget and Grants Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
61	Principal Contracts Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
62	Principal Human Resources Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
63	Principal Management Analyst	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
64	Principal Modeler	\$120,119.61	\$57.75	\$141,140.54	\$67.86	\$162,161.47	\$77.96	Monthly
65	Principal Planner	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
66	Public Affairs Specialist	\$70,324.72	\$33.81	\$82,631.55	\$39.73	\$94,938.38	\$45.64	Monthly
67	Senior Accountant	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
68	Senior Administrative Assistant	\$64,399.93	\$30.96	\$75,669.92	\$36.38	\$86,939.91	\$41.80	Hourly
69	Senior Applications Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
70	Senior Application Developer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
71	Senior Audio/Visual Technician	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Hourly
72	Senior Budget & Grants Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
73	Senior Contracts Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
74	Senior Creative Designer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
75	Senior Database Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
76	Senior Deputy Legal Counsel	\$173,330.58	\$83.33	\$211,463.31	\$101.67	\$249,596.04	\$120.00	Monthly
77	Senior Economist	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
78	Senior GIS Application Developer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
79	Senior GIS Database Administrator	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
80	Senior Government Affairs Officer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
81	Senior Human Resources Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
82	Senior IT Quality Assurance Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
82	Senior IT Quality Assurance Analyst *applies to employees hired before 12/31/2022	\$108,284.80	\$52.06	\$124,529.60	\$59.87	\$140,774.40	\$67.68	Monthly
83	Senior Legislative Affairs Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
84	Senior Management Analyst	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
85	Senior Modeler	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
86	Senior Network Engineer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
87	Senior Office Services Specialist	\$58,974.29	\$28.35	\$69,294.80	\$33.31	\$79,615.30	\$38.28	Monthly
88	Senior Public Affairs Specialist	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
89	Senior Regional Planner	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
90	Senior Systems Engineer	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87	Monthly
91	Solutions Architect	\$139,338.75	\$66.99	\$163,723.03	\$78.71	\$188,107.31	\$90.44	Monthly
92	Special Events Producer	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly
93	Web/Content Administrator	\$99,999.67	\$48.08	\$117,499.62	\$56.49	\$134,999.56	\$64.90	Monthly

Attachment: Updated Salary Schedule - FY25 Comprehensive Budget Amendment 1 (Resolution No. 24-668-1 Approving Amendment 1 to the



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

Southern California Association of Governments  
November 7, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Master Fund Transfer Agreement with the State of California Department  
of Transportation (Caltrans) for the period of January 1, 2025, through  
December 31, 2034

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee recommend that the Regional Council approve Resolution No. 24-668-2 (Attachment 1), executing the Master Fund Transfer Agreement (MFTA) with the State of California Department of Transportation (Caltrans) for the period of January 1, 2025, to December 31, 2034; and authorizes the Executive Director, or their designee, to complete the necessary steps to execute the MFTA.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 24-668-2 (Attachment 1), executing the Master Fund Transfer Agreement (MFTA) with the State of California Department of Transportation (Caltrans) for the period of January 1, 2025, to December 31, 2034; and authorizes the Executive Director, or their designee, to complete the necessary steps to execute the MFTA.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

*The Master Fund Transfer Agreement (MFTA) is required for the Southern California Association of Governments (SCAG) to receive both state and federal transportation funds administered by the State of California Department of Transportation (Caltrans). The MFTA is essential for managing the allocation and administration of federal and state transportation planning funds to Metropolitan Planning Organizations (MPOs) like SCAG. SCAG's current MFTA with Caltrans is set to expire on December 31, 2024, necessitating the adoption of a new agreement. The new MFTA will have a ten-year term extending from January 1, 2025, to December 31, 2034. The new MFTA is substantially consistent with our current MFTA with language changes predominately focused on clarifying existing requirements.*



**BACKGROUND:**

The Master Fund Transfer Agreement (MFTA) is essential for managing the allocation and administration of federal and state transportation funds to Metropolitan Planning Organizations (MPOs) like the Southern California Association of Governments (SCAG). This document outlines the procedures for distributing and overseeing transportation funds, ensuring that planning and related initiatives align with federal regulations, specifically 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1D.

Each MPO must develop and submit an Overall Work Program (OWP) annually, which must be adopted by its Board in accordance with the MFTA. This ongoing, multi-year agreement remains in effect until amended or replaced. SCAG's current MFTA with Caltrans is set to expire on December 31, 2024, necessitating the adoption of a new agreement. Consistent with the current MFTA, the new MFTA will have a 10-year term, with the term extending from January 1, 2025, to December 31, 2034. The new MFTA is substantially consistent with our current MFTA with language changes predominately focused on clarifying existing requirements.

To meet Caltrans requirements, the MFTA (Attachment 2) must include an executed board resolution, which must be submitted to Caltrans by November 15, 2024.

The revised MFTA will secure continued access to vital funding for regional transportation planning and program implementation. It will enable SCAG to effectively receive and manage funds from federal and state legislation, including the Infrastructure Investment and Jobs Act (IIJA), while also allowing for adaptability in response to new funding sources from recently enacted or future transportation laws. This flexibility is crucial for addressing the evolving needs and priorities of the region.

**FISCAL IMPACT:**

This execution of the MFTA will extend access to both federal and state transportation planning funds, approximating \$35 million annually.

**ATTACHMENT(S):**

1. Resolution No. 24-668-2 SCAG 2025 MFTA
2. 2025 MPO MFTA



RESOLUTION NO. 24-668-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AND AUTHORIZING THE EXECUTION OF THE MASTER FUND TRANSFER AGREEMENT FOR THE PERIOD OF JANUARY 1, 2025, TO DECEMBER 31, 2034

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

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (Government Code) Section 6502 et seq.;

WHEREAS, SCAG has been designated by the State of California as the Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura;

WHEREAS, SCAG receives federal and state funding administered by the California Department of Transportation, Office of Regional and Community Planning;

WHEREAS, the California Department of Transportation, Office of Regional and Community Planning, which administers the funds detailed in the Master Fund Transfer Agreement (MFTA), requires the execution of a MFTA authorized by a resolution from the governing board of a local or regional agency;

WHEREAS, SCAG is an eligible recipient of federal, state, and local funding;

WHEREAS, the Executive Director is authorized to enter into contracts for grants awarded from federal, state, and local funding; and

WHEREAS, SCAG intends to delegate the authority to execute any agreements and amendments to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments:

- 1. That the MFTA with the California Department of Transportation, Office of Regional and Community Planning is approved.
2. That the Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute the MFTA with the California Department of Transportation.
3. That SCAG agrees to comply with all conditions and requirements outlined in the MFTA, as well as applicable statutes, regulations, and guidelines for all state and federal funds administered by the California Department of Transportation, Office of Regional and Community Planning.

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Art Brown, Buena Park

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

Community, Economic & Human Development David J. Shapiro, Calabasas

Energy & Environment Luis Plancarte County of Imperial

Transportation Tim Sandoval, Pomona

Attachment: Resolution No. 24-668-2 SCAG 2025 MFTA (Master Fund Transfer Agreement with the State of California Department of

4. That the Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to undertake any further actions necessary to implement the MFTA, including executing amendments and other documents requiring the signature of an official representative of SCAG.

**PASSED, APPROVED, AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 7<sup>th</sup> day of November, 2024.

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Curt Hagman  
President, SCAG  
County of San Bernardino

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION PLANNING  
MASTER FUND TRANSFER AGREEMENT

Recipient: Southern California Association of Governments (SCAG) Metropolitan Planning Organization (MPO)

Effective Date of this Agreement: January 1, 2025

Termination Date of this Agreement: December 31, 2034

FUND SOURCES COVERED BY THIS AGREEMENT MAY INCLUDE ALL OR SOME OF THE FOLLOWING FUND SOURCES AS IDENTIFIED IN EACH ANNUAL OVERALL WORK PROGRAM AGREEMENT

- ◆ Federal Highway Administration (FHWA)--Metropolitan Planning (PL)
- ◆ FHWA State Planning and Research (SPR)--Partnership Planning
- ◆ Federal Transit Administration (FTA)--Metropolitan Planning Section 5303
- ◆ FTA State Planning and Research--Section 5304
- ◆ State Highway Account (SHA)
- ◆ State Rural Planning Assistance (RPA)
- ◆ Road Maintenance and Rehabilitation Account (RMRA)
- ◆ Any other Federal or State funds administered by and through the California Department of Transportation, Office of Regional and Community Planning

This Master Fund Transfer Agreement (MFTA), effective as of the date set forth above, is by and between the signatory public entity identified above, hereinafter referred to as MPO [as authorized in section 134 of Title 23 of the United States Code (23 USC Section 134), section 450.104 of the Code of Federal Regulations (23 CFR section 450.104), and Part 200 of Title 2 of the Code of Federal Regulations (2 CFR Part 200)], and the State of California, acting by and through its Department of Transportation, hereinafter referred to as STATE. This MFTA supersedes all previous Master Fund Transfer Agreements issued to MPO by STATE for all these types of funds.

RECITALS

A. These funds may include, without limitation, federal Consolidated Planning Grants, and

any other Federal or State funds administered by and through the Department of Transportation, Office of Regional and Community Planning.

Consolidated Planning Grants consist of four federal funding types and sources: (i) FHWA Metropolitan Planning (PL); (ii) FTA Metropolitan Planning (Section 5303), both of which are annually allocated to MPOs; (iii) FHWA State Planning and Research-Partnership Planning (SPR); and (iv) FTA State Planning and Research (Section 5304), the last two of which are discretionary grants awarded through a grant application solicitation process.

The State funds administered by the Office of Regional and Community Planning include but are not limited to: (i) State Rural Planning Assistance, (ii) State Highway Account (SHA); and (iii) Road Maintenance and Rehabilitation Account (RMRA) funds.

- B. Upon appropriation of funds and pursuant to Public Utilities Code (PUC) sections 99311 and 99311.1, STATE is required to pass-through Federal and State funds made available for transportation planning purposes to entities qualified to act as recipients of these funds in accordance with the intent of law and policy.
- C. STATE is also required to encumber Federal and State funds made available for planning purposes to entities qualified to act as recipients of these Federal and State funds in accordance with the intent of law and policy.
- D. STATE agrees to notify MPO annually in writing of the anticipated level of State and Federal Planning funds that may be available to MPO for each subsequent year's approved Overall Work Program, hereinafter referred to as OWP.
- E. STATE has prepared this MFTA, which hereby, together with the annual OWP and annual Overall Work Program Agreement, hereinafter referred to as the annual OWPA, found in APPENDIX A, set forth the entire terms and conditions under which these funds are to be expended by MPO for the fiscal year period of that annual OWP and annual OWPA.
- F. The provisions set forth in this MFTA shall only apply to funds administered in whole or in part through this agreement. No provisions of this MFTA shall extend to or govern the use of funds that are not allocated or transferred under this agreement.

## ARTICLE 1-PROGRAM ADMINISTRATION

### Section 1. Overall Work Program and Overall Work Program Agreement

- A. MPO agrees to develop and submit an annual draft OWP, in compliance with 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1D, for approval by STATE, FTA and FHWA, as applicable. This submittal, due no later than each March 1, shall describe MPO's next fiscal year transportation planning program (fiscal year refers to the State fiscal year of July 1 to June 30).

- B. Each annual OWP and OWPA will expressly adopt and incorporate the terms and conditions of this MFTA by reference.
- C. MPO shall be responsible for the complete performance of the work contained in each OWP. All work shall be accomplished in accordance with applicable provisions of State and Federal law.
- D. MPO will annually include a signed "FHWA and FTA Metropolitan Transportation Planning Process Self-Certification" form, a signed FTA "Certifications and Assurances for FTA Assistance" form (refer to Article IV, Section 1), a signed "California Department of Transportation Debarment and Suspension" form, and a signed "Disclosure of Lobbying Activities" form in each annual OWP (APPENDIX E).
- E. The annual OWPA is the approved OWP encumbrance document. Disbursement of funds by STATE will occur only after the execution of this MFTA; approval of the annual OWP by STATE, the FTA and FHWA; and execution of the annual OWPA. Funds will not be encumbered or reimbursed by STATE to MPO until the annual OWPA has been executed and the State Budget for that fiscal year has been passed.
- F. No funds of any nature are allocated or encumbered in this MFTA unless included in an adopted and approved OWP by means of an approved and fully executed annual OWPA or OWPA amendment. Costs incurred by MPO prior to OWP approval or conditional approval are incurred at MPO's risk and will not be reimbursed until State and Federal approval.
- G. MPO shall request and obtain from the STATE the final annual allocation amount for FHWA PL and FTA 5303. MPO is encouraged to program the full annual allocation amount by means of an approved and fully executed OWP/A amendment, no later than May 1 of each fiscal year. Funds not programmed by MPO for that fiscal year will lose Obligation Authority (OA) and be subject to Federal rescission. MPO will not be able to use the unprogrammed OA prior to submitting a justification to STATE and obtaining approval from both STATE and the Department of Transportation, Office of Federal Resources.
- H. MPO agrees to satisfactorily complete all work element tasks, projects, and products as described in each approved annual OWP financed with State or Federal funds and encumbered by STATE via the annual OWPA.
- I. MPO will identify in sufficient detail to indicate who (e.g., State, MPO, public transit operator, local government, or consultant) will complete the activities and products in the OWP work elements, including all work that is to be completed through a third-party contract and funded, in whole or in part, under the terms and conditions of this

Agreement.

- J. STATE agrees to pass-through available funds and to reimburse allowable costs incurred in executing the tasks, projects, and products specified in the annually approved OWP funded from State and Federal sources and will be encumbered by STATE.
- K. Only work performed during the term of, and consistent with, the work elements in the OWP may be reimbursed. Reimbursements are based upon the fiscal year, July 1 to June 30. All work performed after the end of each fiscal year (June 30) is subject to the approved OWP and annual OWPA for that corresponding fiscal year and reimbursed from the corresponding fiscal year budgeted funds.
- L. MPO may incur costs against its approved annual OWP and may submit Requests for Reimbursement with the understanding that STATE is unable to approve any payments for reimbursement until such time as funds are included in that fiscal year's annual State Budget which is passed by the Legislature and signed by the Governor.
- M. MPO shall use non-federal funds to finance the local share of eligible costs to ensure compliance with all applicable matching requirements for federal funds described in this MFTA and encumbered against the annual OWPA. Credit for local match will be allowed only for work performed during the approved term of each annual OWPA. Third-party "in-kind" contributions are allowed as local match, in accordance with the provisions of 23 CFR 420.119 and 2 CFR 200.306.
- N. MPO further agrees to ensure that amendments to a previously approved OWP and annual OWPA are adopted by the MPO Board of Directors and subsequently approved by STATE, FTA, and FHWA, as applicable, prior to initiating any work identified in those amendments; however, MPO is not required to pause work that was previously authorized. Changes requiring amendments generally include adding, deleting, or revising a work element; adding funds to or deleting funds from a work element; incorporating carryover funds; or altering the scope of work. Administrative amendments are not required to be adopted by the MPO Board of Directors. If a work element or project cannot be completed as originally approved, MPO will report this in its Quarterly Progress and Expenditure Report and must amend the OWP/annual OWPA accordingly. Amendments to the OWP and annual OWPA must be submitted to STATE and be fully executed no later than May 1 each year. Through administrative amendment, MPO will notify STATE via mail or electronic mail of administrative OWP changes that do not affect overall funding, scope of work, or project schedule.
- O. MPO acknowledges and agrees that MPO is the sole control and manager of the work proposed in the OWP and is solely responsible for complying with the funding and use restrictions established by State and Federal law and this MFTA.

- P. MPO shall be free to copyright the material developed under work items identified in the OWP provided that STATE and FHWA/FTA, as applicable, reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and authorize others to use, that work for government purposes.

## Section 2. Quarterly Progress and Expenditure Reports

- A. MPO agrees to submit to STATE, no later than thirty (30) calendar days after the close of each of the first three quarters, Quarterly Progress and Expenditure Reports that include all work elements for transportation planning tasks, projects, and products funded wholly or in part by any of the fund sources listed in the "Recitals" section of this MFTA. MPO agrees to submit to STATE the Quarterly Progress and Expenditure Report for each fourth quarter no later than sixty (60) calendar days after the close of the quarter. STATE may withhold payment of the final Request for Reimbursement submitted pending the submission of the fourth quarter Quarterly Progress and Expenditure Report.

In accordance with the latest adopted Regional Planning Handbook, Quarterly Progress and Expenditure Reports submitted to STATE will identify all projects by work element number and title and shall contain, at a minimum the following:

- A brief narrative describing work progress, progress in adhering to schedules, and schedule changes;
  - A list of tasks and products completed during the quarter;
  - Percent comparison of actual performance with work element-level goals and deliverables;
  - Status of expenditures by work element, funding source, and type, in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
  - Other pertinent supporting information, such as major products, challenges, etc.
- B. STATE reserves the right to deem incomplete any Quarterly Progress and Expenditure Report that does not sufficiently document the above-required information and may withhold payment of Requests for Reimbursement submitted pending the submission of required documentation.

## ARTICLE II - ALLOWABLE COSTS AND REIMBURSEMENT

### Section 1. Requests for Reimbursement

- A. Requests for Reimbursement must conform to either subpart 1 or subpart 2 hereinbelow for the entire State fiscal year:



1. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred and paid (expended) by MPO consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and including the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs expended and supported by MPO's accounting system. MPO must not only have incurred the allowable project cost on or after the effective date of the annual OWPA and on or before its termination date but must also have paid those expenses.
2. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred by MPO. This submission must be consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and include the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each expenditure by work element must meet the minimum required or contracted local match, if applicable, on every Request for Reimbursement. Reimbursements under this MFTA will be allowed if based upon actual costs incurred and supported by the MPO accounting system. The MPO accounting system must adhere to Generally Accepted Accounting Principles. This adherence enables the determination of allowable incurred costs by accruing due to the costs billed to the MPO and recognized by the MPO as valid, undisputed, due, and payable.
3. By submitting accrued but unpaid costs for reimbursement, MPO agrees that within ten (10) working days of receipt of STATE's reimbursement, the full amount of all cost items submitted as reimbursable accrued costs shall be paid to each billing entity. Any reimbursed accrued cost not paid within this ten (10) working day grace period shall accrue interest payable to STATE at the then present interest rate established by the State Treasurer's Pooled Money Investment Account. Interest incurred must be timely remitted to STATE. Reimbursed incurred costs not paid to the billing entities by MPO within forty-five (45) days of MPO's receipt of STATE's reimbursement will thereafter be deemed unallowable. All unallowable costs must be immediately remitted to STATE. MPO agrees to submit a revised Disadvantage Business Enterprises Utilization Report (ADM 3069) as soon as reimbursement occurs.

If MPO is found, through audit or other means, not to have paid a billing entity its invoiced sums then owed within the ten (10) working day grace period, MPO must immediately revert to the reimbursement process described in subpart 1 above.

- B. In order to receive reimbursements, MPO agrees to furnish with each billing, at a minimum, the information provided for in APPENDIX B3, a detailed financial management system report from the MPO accounting system which denotes those reimbursable costs, as well as those used for local match, were either expended or incurred, as applicable.
- C. STATE agrees to make reimbursements to MPO, in conformance with Federal regulations, as promptly as STATE fiscal procedures will permit upon the receipt of a signed and electronically submitted Request for Reimbursement (conforming to the format provided in APPENDIX B) that includes all required information, as applicable, (conforming to the format in section B) of actual allowable costs incurred for the period of time covered by that Request for Reimbursement. Incomplete or inaccurate requests for reimbursement shall be returned to MPO unapproved for correction as soon as errors are discovered.
- D. No State and/or Federal funds administered under this MFTA will be dispersed on the advance basis defined in 2 CFR 200.305.

## **Section 2. Travel and Per Diem Reimbursement**

- A. Payments to MPO for travel and subsistence (per diem) expenses of MPO staff and its contractors and subcontractors claimed for reimbursement using funds administered through this Agreement or as local match credit shall not exceed rates authorized to be paid non-state employees under current State Department of Human Resources (CalHR) rules unless written verification is supplied that government hotel rates are not commercially available to MPO, or its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process. The requirements of this section shall only apply to direct project costs and do not extend to indirect costs allocated through a federally approved Indirect Cost Rate Proposal.

## **Section 3. Final Request for Reimbursement and OWP Closeout Documentation**

- A. MPO shall electronically submit an OWP/annual OWPA closeout documentation package and OWP final products to STATE no later than August 31<sup>st</sup> of each fiscal year. The closeout package shall conform to the format provided in APPENDIX C.
- B. The closeout package must be attached to a transmittal letter, typed on MPO letterhead. Failure to submit these documents by August 31<sup>st</sup> of each fiscal year may

result in STATE withholding future apportionments and/or allocations to MPO. STATE election not to withhold future apportionments and/or allocations immediately after the end of one fiscal year shall not limit STATE ability to initiate subsequent withholdings.

- C. Upon receipt of the required closeout documentation and OWP final products, STATE will issue a reconciliation letter to MPO stating the amount of unspent funds available to be carried over to the subsequent year's OWP. MPO may amend some or all of these funds into the OWPA only upon signature of the reconciliation letter by the MPO executive director or his or her appointee, and submittal of the signed letter to STATE. Any funds that are identified in the reconciliation letter, but not programmed by May 1 each year in which the letter is issued, will be forfeited.

#### **Section 4. Funding Contingencies**

- A. All obligations of STATE under the terms of the MFTA and each annual OWPA are subject to the availability of Federal and State funds, appropriation of resources by the Legislature, and the annual passage of the State Budget. The authorization and obligation of these funds by outside entities may be terminated, limited or otherwise adversely affected by factors which may include, but are not limited to, changes in State or Federal law regarding the encumbrance and reimbursement of the funds provided by each annual OWPA and this MFTA.

### **ARTICLE III - AUDITS AND REPORTS**

#### **Section 1. Cost Principles**

- A. MPO agrees to comply with 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), as applicable.
- B. MPO agrees, and will require that its contractors, subcontractors, and subrecipients be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items (subrecipients shall refer to, 2 CFR Part 200); and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR Part 200. Every sub-recipient receiving project funds as a contractor, subcontractor, or sub-grantee under this MFTA shall comply with Federal administrative procedures in accordance with 2 CFR Part 200.
- C. MPO agrees and shall require that all of its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

#### **Section 2. Indirect Cost Agreement and Cost Allocation Plan (ICAP)**

- A. Prior to MPO seeking reimbursement of indirect costs, MPO must prepare and submit annually to STATE for review and acceptance an indirect cost rate proposal and a central service cost allocation plan (if any) in accordance with 2 CFR, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or applicable cost principles and Local Program Procedures Manual (Chapter 5).
- B. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient cognizant federal agency, as defined in 2 CFR part 200, is USDOT and/or STATE, MPO agrees and will require subrecipient to comply with section 2A.
- C. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient ICAP is approved by a cognizant federal agency other than USDOT, MPO agrees and will require subrecipient to submit to STATE a copy of the cognizant agency approval, the approved proposal, plan, subsidiary worksheets, and other relevant data on an annual basis as evidence of the approval.
- D. If a submitted ICAP does not meet the requirements of 2 CFR Part 200, and is determined to be insufficient, STATE will advise MPO of additional documentation or changes needed to meet Federal and State requirements. MPO agrees to provide requested documentation or required changes, and if MPO is non-compliant the submissions may be returned to MPO if requested documentation is not provided or required changes are not made.
- E. Material audit adjustments will require reimbursement to STATE or adjustment to subsequent years ICAPs if proposals are later found to have included costs that are unallowable as specified by law or regulation, or the terms and conditions of this MFTA.
- F. MPO agrees and shall require that all its agreements with subrecipients funded in whole or in part with funds administered through this MFTA contain provisions requiring adherence to this section in its entirety, as applicable.

### Section 3. Record Retention/Audits

- A. MPO, its contractors, subcontractors and sub-recipients, agree to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. MPO shall maintain, and shall require its subrecipients, contractors and its subcontractors to maintain all source documents, books, records and supporting documents connected with their performance of OWP work initiated under this MFTA and each applicable annual OWPA for a minimum of five (5) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA,

whichever is later, and shall make all such supporting information available for inspection, copying and audit by representatives of STATE, the California State Auditor, or the Federal Government upon request. Copies will be made and furnished by MPO, its contractors, its subcontractors and sub-recipients upon request made by STATE or its agents at no cost to STATE. Scanned original documents in electronic form are suitable to meet this requirement.

- B. MPO shall establish and maintain, and shall require that its subrecipients, contractors and subcontractors shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for Reimbursement which segregate and accumulate the costs of work elements by line item (i.e. direct labor, other direct costs, subrecipients/subcontractor, etc.) and enable the determination of expenditures at interim points of completion, and provide support for reimbursement payment vouchers or invoices.
- C. For the purpose of determining compliance with Government Code Section 8546.7, in connection with the performance of MPO contracts and/or agreements with third parties, MPO, MPO sub-recipients, contractors, and subcontractors which are funded in whole or in part with the funds administered through the this MFTA, shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts and/or agreements, including, but not limited to, the costs of administering those various contracts and/or agreements. All the above referenced parties shall make such contracts and/or agreements available at their respective offices at all reasonable times during the entire period of each annual OWPA and for five (5) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the fulfillment of the contracts/ and/or agreements for audits, examinations, excerpts, and transactions, and MPO shall furnish copies thereof if requested.
- D. Where applicable, MPO agrees to comply with audit requirements for third party contractors, subcontractor and subrecipients in accordance with STATE Local Assistance Procedure Manual, Chapter 10 or any successor thereto.
- E. MPO agrees to include all costs associated with this MFTA, OWP and annual OWPA, and any amendments thereto; to be examined in the annual audit and in the schedule of activities to be examined under MPO single audit prepared in compliance with 2 CFR Part 200, subpart F. MPO is responsible for assuring that the Single Auditor has reviewed the requirements of this MFTA, the OWP and the annual OWPA. Copies of said audits shall be submitted to STATE.

- F. When conducting an audit of the costs and match credits claimed under the provisions of each annual OWPA and this MFTA, STATE will rely to the maximum extent possible on any prior audit of MPO pursuant to the provisions of State and Federal law. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.
- G. MPO agrees to furnish documentation to STATE supporting this requirement that all its agreements with contractors, subcontractors, and subrecipients funded in whole or in part with funds administered through this MFTA do contain provisions requiring adherence to this section in its entirety, as applicable.
- H. Neither the pendency of a dispute nor its consideration by STATE will excuse MPO from full and timely performance in accordance with the terms of this MFTA, the OWP, and the annual OWPA.

#### ARTICLE IV - MISCELLANEOUS PROVISIONS

##### Section 1. Federal Certifications and Assurances

- A. MPO shall comply with the FHWA "Metropolitan Transportation Planning Process Self-Certification" requirements in accordance with 23 CFR 450.334 and the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58) and the successors thereto. This certification is provided annually by FHWA and FTA. It may include, but is not limited to:
  - I. 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 part 450;
  - II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
  - III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1 and 49 CFR Part 21);
  - IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - V. Section 1101 (b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
  - VI. 23 CFR Part 230, regarding the implementation of an equal employment

opportunity program on Federal and Federal-aid highway construction contracts;

- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
  - VIII. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
  - X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- B. MPO shall comply with the annual FTA "Certifications and Assurances for FTA Assistance," including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53; published annually in the *Federal Register*, and found online at <https://www.transit.dot.gov>.

The Federal Certification may include, but is not limited to the following areas under "Assurances Required of Each Applicant:"

- 1. Standard Assurances
  - 2. Standard Assurances: Additional Assurance for Construction Projects
  - 3. Procurement
  - 4. Suspension and Debarment
  - 5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding
  - 6. American Rescue Plan Act Funding
- C. MPO shall comply with the "California Department of Transportation Debarment and Suspension Certification" as required by U.S. DOT regulations on governmentwide Debarment and Suspension (non-procurement), 49 CFR 29.100.

- D. Copies of these annual Certifications and Assurances shall be included by MPO in each final OWP.
- E. MPO shall comply, and shall require its contractors, subcontractors, and subrecipients receiving funds or entering into agreements funded in whole or in part with funds administered through this MFTA, to comply, with these Certifications.
- F. MPO agrees to furnish documentation to STATE to support this requirement that all its agreements with contractors, subrecipients and subcontractors funded in whole or in part with funds administered through this MFTA, do contain provisions requiring adherence to this section in its entirety, as applicable.

## **Section 2. Disadvantaged Business Enterprise (DBE) Requirements**

- A. As mandated by 49 CFR Part 26, MPO shall require that its contractors, subcontractors, and subrecipients do not discriminate on the basis of race, color, national origin, or sex in the award, administration, and performance of any FHWA/FTA fund-assisted contract or in the administration of MPO DBE program.
- B. MPO DBE program, as required by 49 CFR Part 26 and as approved by STATE, is incorporated by reference into this MFTA. Implementation of this program is a legal obligation and any failure by MPO to adhere to its terms shall be treated as a violation of this MFTA. Upon notification to the recipient of its failure to carry out its approved program, the US DOT may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq. and 49 CFR Part 26.13(a).
- C. As required by 49 CFR part 26, the contract language in APPENDIX D relating to DBE requirements must be incorporated into all contracts funded in whole or in part with funds authorized in this Agreement.

## **Section 3. Non-Discrimination Clause**

- A. In the performance of work undertaken pursuant to this MFTA, the MPO and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, reproductive health decisionmaking, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or



military and veteran status. MPO shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

- B. MPO shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.), the regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq.), the provisions of Article 9.5 Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Government Code, Section 11135-11139.8), and the regulations or standards adopted by the awarding state agency to implement such article. The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this MFTA by reference and made a part hereof as if set forth in full.
- C. MPO shall permit access by representatives of the Civil Rights Department and STATE upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or STATE shall require to ascertain compliance with this clause.
- D. MPO and MPO's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements.
- E. MPO shall include the non-discrimination and compliance provisions hereof in all agreements with its sub-recipients, contractors, and subcontractors, and shall include a requirement in all agreements with all of same that each of them in turn include a nondiscrimination and compliance provisions of this clause in all contracts and subcontracts the enter into to perform work under this MFTA.
- F. MPO shall comply with the nondiscrimination program requirements of Title VI of the Civil Rights Act of 1964. Accordingly, 49 CFR Part 21, and 23 CFR Part 200 are made applicable to this MFTA by this reference. Wherever the term "Contractor" appears therein, it shall mean MPO.

#### **Section 4. Federal Lobbying Activities Certification**

- A. MPO certifies, to the best of its knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of MPO, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State

or Federal grant, the making of any State or Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.

- B. If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, MPO shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities" in accordance with those form instructions.
- C. This certification is a material representation of fact upon which reliance was placed when this MFTA and each annual OWPA was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- D. MPO also agrees by signing this MFTA that MPO shall require that the language of this certification be included in all contracts and subcontracts funded wholly or in part by any fund sources listed on Page 1 of this MFTA and which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

## ARTICLE V - GENERAL PROVISIONS

### Section 1. Contract Award

- A. MPO, contractor, subcontractor and subrecipient contracts containing Federal and State planning funds are required to be bid and awarded in accordance with 2 CFR Part 200, and consistent with Local Assistance Procedure Manual, Chapter 10, or successors thereto as applicable. The requirements of this section apply to direct project costs and shall not apply to contracts included in MPO's federally approved Indirect Cost Rate Proposals.

### Section 2. Contract Amendment

- A. No amendments to the terms of this MFTA, any OWP or any annual OWPA shall be valid unless made in writing and signed by the individuals legally authorized to contractually bind the parties hereto. Each party agrees that it has had or will have the opportunity to seek review by and approval from its legal counsel of the original documents and any proposed alteration or variation. No oral understanding or agreement not incorporated herein shall be binding on any of the parties thereto. For the purposes of this MFTA, the Chief of the Office of Regional and Community Planning, Division of Transportation

Planning, shall be the Contract Administrator for STATE.

### **Section 3. Adjudication of Disputes by Way of Administrative Proceedings**

- A. STATE hereby sets up an Administrative Procedure for adjudication of disputes that may arise when administering the program as defined by the terms and conditions of this Agreement.

MPO agrees to exhaust the administrative remedy prior to resorting to legal remedies. In case of disputes with STATE, MPO shall submit to the Chief of the Division of Transportation Planning, CALTRANS (DC PLANNING) or designee a written demand for a decision regarding the disposition of any dispute, arising under this Agreement. The DC PLANNING shall make a written decision regarding the dispute and will provide it to the MPO. The MPO shall have an opportunity to challenge the DC PLANNING determination but must make that challenge in writing, within ten (10) working days to the STATE Contract Officer or his/her designee. If the challenge is not made by MPO within the ten (10) day period, the DC PLANNING decision shall become the final decision of the STATE. If such a challenge is made, the DC PLANNING and MPO shall submit written, factual information and data in support of their respective positions to STATE Contract Officer within a timeframe established by the MPO at the time of challenge. The decision of the STATE Contract Officer or his/her designee shall be final, conclusive and binding regarding the dispute, unless MPO commences an action in court of competent jurisdiction to contest the decision in accordance with Division 3.6 of Title 1 of the California Government Code.

### **Section 4. Intercept Clause**

- A. Costs for which MPO receives reimbursement payment that are determined by a subsequent audit or other review by either STATE or Federal authorities to be unallowable under 2 CFR, part 200; or 48 CFR, Chapter 1, Part 31 are to be repaid to STATE by MPO within thirty (30) days of MPO receiving notice of audit findings. Should MPO fail to reimburse moneys due STATE within thirty (30) days of discovery or demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due to MPO from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

### **Section 5. Parties of Agreement**

- A. This MFTA, OWP, annual OWPA, and any related agreements are solely between the named parties thereto and no express or implied benefit to entities or individuals not a party thereto is intended or to be inferred. There are no third-party beneficiaries to or of this MFTA or any OWP, or annual OWPA or any other agreement pertaining hereto.

## Section 6. Hold Harmless and Indemnification Clause

- A. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by MPO, its officers, employees, agents, contractors, sub-recipients, or subcontractors under or in connection with any work, authority or jurisdiction conferred upon MPO under this MFTA and/or each annual OWPA. It is understood and agreed that, pursuant to Government Code section 895.4, MPO shall fully defend, indemnify and hold harmless STATE and its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by MPO, its officers, employees, agents, contractors, sub-recipients or subcontractors under this MFTA and each annual OWPA.
- B. Neither MPO nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by STATE, its officers, employees, agents, contractors, subrecipients, or subcontractors under or in connection with any work, authority, or jurisdiction conferred upon to STATE under this MFTA. It is understood and agreed that pursuant to Government Code section 895.4, STATE shall fully defend, indemnify and hold harmless MPO, its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE, its officers, employees, agents, contractors, sub-recipients or subcontractors under this MFTA.

## Section 7. Default

- A. In the event that MPO (a) fails to comply with applicable Federal and State laws and regulations; (b) fails to timely proceed with OWP in accordance with the MFTA or OWPA; or (c) otherwise materially violates the terms and conditions of this MFTA and/or OWPA, STATE reserves the right to terminate all funding for that OWP, or a portion thereof. Any such termination shall be accomplished by delivery to MPO of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt specifying the reason for the termination, the extent to which funding of work under this MFTA is terminated and the date upon which such termination becomes effective. During the period before the termination date becomes effective, MPO and STATE shall meet to try to resolve any dispute. No such termination shall become effective if: (a) during the process described in Article V, Section 3, the termination is stayed, (b) within the thirty (30) day period after receipt of the Notice of Termination, MPO either cures the default, or (c) if that default is not reasonably susceptible to cure within said thirty (30) day period,

STATE approves a MPO plan and MPO thereafter diligently completes the cure in a manner and timeline acceptable to STATE.

- B. If STATE terminates funding for OWP pursuant to the above paragraph A, STATE shall pay MPO the sum due MPO under the annual OWPA for eligible work performed prior to termination.

**Section 8. Termination**

- B. This MFTA shall remain in full force and effect until the termination date stated on Page 1 of this MFTA, unless superseded or terminated in conformance with Section 7 of this Article. All indemnification, document retention, audit, claims, and legal challenge articles will remain in effect until terminated or modified in writing by mutual agreement or expiry by statute of limitations.

DRAFT

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_  
Contract Officer

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

«AGENCY»

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

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

By: \_\_\_\_\_  
Attorney

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

APPENDICES

- A Overall Work Program Agreement
- B Request for Reimbursement
- B2 Request for Reimbursement Support Documentation
- C Closeout Documentation
- D DBE Contract Language (required)
- D2 DBE Semi-Annual Report
- D3 DBE Awards and Commitments
- D4 DBE Utilization Report
- D5 DBE Good Faith Efforts and Documentation
- E Federal Certifications and Assurances
- F Board Resolution



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

Southern California Association of Governments  
November 7, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Jasmin Munoz, Assistant Regional Planner  
213-630-1584, munoz@scag.ca.gov

**Subject:** Acceptance of Office of Traffic Safety Grant (OTS) Funds 2025: Go Human Campaign

**RECOMMENDED ACTION FOR EAC:**

That the Executive Administration Committee recommend that the Regional Council approve Resolution No. 24-668-3 authorizing SCAG to accept Office of Traffic Safety grant funds in the amount of \$1,357,337.00 million to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**RECOMMENDED ACTION FOR TC:**

Receive and file.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 24-668-3 authorizing SCAG to accept Office of Traffic Safety grant funds in the amount of \$1,357,337.00 million to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority

**EXECUTIVE SUMMARY:**

*On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety in the amount of \$1,357,337.00 to conduct an eighth round of Go Human safety programming and engagement across the region. On July 8, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council (RC) approval to receive the funds and authorization for the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.*

**BACKGROUND:**

In the six-county SCAG region, walking or bicycling accounts for 9.9% of all trips, but more than 30% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative" to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million through California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program (ATP) call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as seven additional grant opportunities through the Office of Traffic Safety to implement safety strategies. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities, awarding grants to community-based organizations for community engagement, and other programming to create active transportation champions.

To continue the *Go Human* Campaign's momentum, SCAG applied for additional funding in January 2024 in the amount of \$1,357,337.00 from the Office of Traffic Safety to extend the campaign through FFY25. On July 8, 2024, SCAG received notice that an award in the amount of \$1,357,337.00 was being tentatively offered, given final approval from National Highway Traffic Safety Administration, in October 2024. This funding will be used to conduct traffic safety engagement strategies and programming. Funds will be used to take a community-driven approach by providing consistent and effective "*Go Human*" engagement campaign resources directly to local communities. Funds will engage County Transportation Commissions (CTCs), Public Health departments, and local community organizations to ensure messages are appropriately localized.

Funded activities will include the development, design, and testing of new messaging content to launch *Go Human*'s tenth year of programming in 2025. Additionally, funds will evaluate the *Go Human* Kit of Parts program and Community Grants program to identify areas to improve accessibility and provide recommendations for new and/or improved elements or processes for the programs to ensure equitable utilization and distribution. Funding will support the development of hosting a traffic safety summit and will be provided to local community experts to facilitate traffic safety trainings and share best practices. SCAG is seeking Regional Council approval to accept the funds.





**FISCAL IMPACT:**

SCAG will receive \$1,357,337.00 in grant funds from the Office of Traffic Safety for the Southern California Active Transportation Safety and Encouragement Campaign. This project is programmed through OWP 225.3564.21, FY25 OTS – Pedestrian and Bicycle Safety Program.

**ATTACHMENT(S):**

1. Resolution No. 24-668-3 Acceptance of Traffic Safety Grant Funds - Go Human Campaign



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

**RESOLUTION NO. 24-668-3**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$1,357,337 TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN**

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

**WHEREAS**, on average, 1,600 people are killed and 140,000 are injured in traffic collisions throughout the SCAG region every year;

**WHEREAS**, SCAG has applied for an award of \$1,357,337.00 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds (“Grant Funds”), to support the Active Transportation Safety and Encouragement Campaign;

**WHEREAS**, the mission of the California Office of Traffic Safety is to “Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways”; and

**WHEREAS**, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Safety and Encouragement Campaign and support an accessibility assessment and regional advertising strategies focused on traffic safety.

**NOW, THEREFORE, BE IT RESOLVED**, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

**BE IT FURTHER RESOLVED THAT:**

1. That the Regional Council hereby authorizes SCAG to accept the Grant Funds in the amount of \$1,357,337.00 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.
2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

**REGIONAL COUNCIL OFFICERS**

President  
**Curt Hagman**  
County of San Bernardino

First Vice President  
**Cindy Allen, Long Beach**

Second Vice President  
**Ray Marquez, Chino Hills**

Immediate Past President  
**Art Brown, Buena Park**

**COMMITTEE CHAIRS**

Executive/Administration  
**Curt Hagman**  
County of San Bernardino

Community, Economic & Human Development  
**David J. Shapiro, Calabasas**

Energy & Environment  
**Luis Plancarte**  
County of Imperial  
Transportation  
**Tim Sandoval, Pomona**

Attachment: Resolution No. 24-668-3 Acceptance of Traffic Safety Grant Funds - Go Human Campaign (Acceptance of Office of Traffic Safety

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November 2024.

---

Curt Hagman  
President, SCAG  
County of San Bernardino

Attested by:

---

Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel



**AGENDA ITEM 7**  
**REPORT**

Southern California Association of Governments  
November 7, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Michael Gainor, Senior Regional Planner  
(213) 236-1822, gainor@scag.ca.gov

**Subject:** Acceptance of Office of Traffic Safety (OTS) Funds: Safety Modeling

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee recommend that the Regional Council approve Resolution No. 24-668-4 authorizing SCAG to accept, if awarded, Office of Traffic Safety (OTS) grant funds in the amount of \$922,456 to support the continued development of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, the Chief Financial Officer, to execute all necessary agreements and other documents as they relate to supporting this project.

**RECOMMENDED ACTION FOR RC:**

Approve Resolution No. 24-668-4 authorizing SCAG to accept, if awarded, Office of Traffic Safety (OTS) grant funds in the amount of \$922,456 to support the continued development of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, the Chief Financial Officer to execute all necessary agreements and other documents as they relate to supporting this project.

**RECOMMENDED ACTION FOR TC:**

Receive and File

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

**EXECUTIVE SUMMARY:**

*On January 31, 2024, SCAG submitted a grant application to the State of California Office of Traffic Safety (OTS) in the amount of \$922,456 to fund the continued development of a regional transportation safety predictive modeling and analysis platform that was initiated with the support of a previous OTS grant awarded to SCAG in October 2023. On July 8, 2024, SCAG was informed by OTS that the subsequent grant was tentatively awarded, pending final approval. SCAG is now seeking Regional Council (RC) approval to receive the anticipated grant funding and*

***authorization for the Executive Director to execute all necessary agreements and other documents as they relate to supporting development of the proposed SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform.***

**BACKGROUND:**

The SCAG region continues to experience unacceptably high levels of fatalities and injuries incurred due to collisions occurring on our regional multimodal transportation system. A coordinated regional approach is required to help address this enduring travel safety crisis. Local and regional planning and investment strategies need to be focused toward the most effective treatments for improving safety conditions on our regional roadways. This requires developing a proactive strategy for reducing risk through the use of a standardized set of data resources and analytical tools. Transportation safety continues to be among the region's planning priorities in Connect SoCal 2024. With the emergence of new and more dynamic data resources and safety analytical methods, SCAG is committed to fully leveraging these opportunities to significantly enhance the safety of the SCAG regional multimodal transportation system for all users.

The overall objective of the OTS grant-funded project is to improve the safety performance of the SCAG regional multimodal transportation system through the continued development and refinement of a web-based transportation safety data predictive modeling and analytical platform. This was initiated through a previous OTS grant awarded to SCAG in 2023. The ability to model, predict, and analyze regional multimodal transportation system safety risks will promote a data-focused decision-making process to support safety planning throughout the region. The dynamic information and proactive roadway safety insights provided through the platform will effectively serve to help reduce the number and ameliorate the severity of collisions occurring throughout the region. The platform will leverage innovative technologies, such as in-vehicle information systems and newly available safety modeling capacities to improve the ability of SCAG and local safety planning agencies to measure, monitor, and anticipate current and future transportation system safety conditions and performance.

To procure continued funding for this project, SCAG applied for a grant through the California Office of Traffic Safety (OTS) in January 2024 for an amount totaling \$922,456 to continue development of the platform and to secure the requisite real-time traffic data. On July 8, 2024, SCAG received notification that the requested grant award was being tentatively offered, pending final approval from the National Highway Traffic Safety Administration (NHTSA). If awarded, this funding will be used to continue the development and enhancement of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and to obtain the requisite licensing to access the proprietary traffic safety performance datasets that enable the analytical and predictive modeling elements of the project.



**FISCAL IMPACT:**

If awarded, SCAG will receive \$922,456 in grant funding from the State of California Office of Traffic Safety (OTS) to be utilized for the continued development and enhancement of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2024-25 and the general fund will be reimbursed for grant expenditures.

**ATTACHMENT(S):**

1. Resolution No. 24-668-4 OTS Grant Acceptance: Safety Modeling



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

RESOLUTION NO. 24-668-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF \$922,456 FOR THE CONTINUED DEVELOPMENT OF THE REGIONAL TRANSPORTATION SAFETY PREDICTIVE MODELING AND ANALYSIS PLATFORM

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

WHEREAS, on average, 1,600 people are killed and 140,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has applied for an award of \$922,456 in State of California Office of Traffic Safety (OTS) Transportation Safety Funds ("Grant Funds"), to support the continued development and enhancement of a Regional Transportation Safety Predictive Modeling and Analysis Platform;

WHEREAS, the mission of the California Office of Traffic Safety is to "Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways"; and

WHEREAS, the Grant Funds will be used for the development and enhancement of a Regional Transportation Safety Predictive Modeling and Analysis Platform, which will involve consulting services to secure the use of a traffic data platform, and to develop the requisite analytical and predictive modeling capabilities to support efforts to reduce roadway fatalities and serious injuries throughout the SCAG region;

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council, that SCAG is authorized to accept and administer the Office of Traffic Safety Grant Funds to continue development of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

BE IT FURTHER RESOLVED THAT:

- 1. That the Regional Council hereby authorizes SCAG to accept the tentative State of California Office of Traffic Safety Grant Award in the amount of \$922,456 to support the continued development of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Art Brown, Buena Park

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

Community, Economic & Human Development David J. Shapiro, Calabasas

Energy & Environment Luis Plancarte County of Imperial Transportation Tim Sandoval, Pomona

Attachment: Resolution No. 24-668-4 OTS Grant Acceptance: Safety Modeling (Acceptance of Office of Traffic Safety (OTS) Funds: Safety

2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the continued development and enhancement of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November 2024.

---

Curt Hagman  
President, SCAG  
County of San Bernardino

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel





**AGENDA ITEM 8**  
**REPORT**

Southern California Association of Governments  
November 7, 2024

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

**From:** Francisco Barajas, Senior Legislative Affairs Analyst  
(213) 630-1400, barajasf@scag.ca.gov

**Subject:** Resolution No. 24-668-5 to Address California's Marketplace for  
Residential and Commercial Property Insurance

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

That the Executive/Administration Committee recommend that the Regional Council adopt Resolution No. 24-668-5 to Address California's Marketplace for Residential and Commercial Property Insurance.

**RECOMMENDED ACTION FOR RC:**

Adopt Resolution No. 24-668-5 to Address California's Marketplace for Residential and Commercial Property Insurance.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

**EXECUTIVE SUMMARY:**

*As California residents and business property owners and renters in the state of California continue to face the impacts from fluctuations in the insurance market, several organizations have passed resolutions asking the California Insurance Commissioner, State Legislature and Governor's office to take immediate action by declaring a state of emergency to implement policies that will address the ongoing crisis. SCAG President Curt Hagman has requested that SCAG join in the advocacy efforts by passing its own resolution likewise calling for emergency action to be taken. SCAG staff brought the proposed resolution to the Legislative/Communication and Membership Committee (LCMC) at the meeting of Tuesday, September 17, 2024, where the committee voted to forward the resolution to the Regional Council (RC) with a recommendation to adopt the resolution as it aligns with several key items in our State Legislative Platform.*

**BACKGROUND:**

In 2023, State Farm made national headlines when it announced that it would cease to sell new home insurance policies in California. In the same year, Allstate issued a similar announcement.

Together, both insurance companies represent over 27 percent of the insurance market in the state. Subsequent announcements were made by additional private insurance companies following, representing 36 percent of the insurance market in the state, that they would be limiting new policy originations.

The drop in availability of marketplace insurance policies has put excess stress on the California Fair Access to Insurance Requirements (FAIR) Plan, a state-established risk pool that was created to act as a final resort to allow consumers time to continue to shop for alternative insurance plans, not act as a replacement.

To address this growing problem, the San Bernardino County Board of Supervisors passed a resolution on June 25, 2024, calling for California Insurance Commissioner Ricardo Lara, the State Legislature, and Governor Newsom to take emergency action to strengthen and stabilize California's marketplace for homeowners and commercial property insurance. Additional entities that have likewise passed their own resolutions include the County of Orange, City of Yorba Linda, and the Orange County Council of Governments.

The resolutions identify five policy goals they wish to see accomplished. These include:

1. Expand coverage choices for all consumers, particularly in underserved areas of the State.
2. Improve the efficiency, speed, and transparency of the California Department of Insurance's rate approval process.
3. Tailor the rate approval process to account for all factors necessary to promote a robust, competitive insurance marketplace, including through potential revisions to the way catastrophe risks, reinsurance costs, and other legitimate insurer costs are accounted for.
4. Maintain the long-term availability of homeowners and commercial property insurance coverage.
5. Maintain the solvency of the FAIR Plan to protect its policyholders and promote long-term resiliency in the face of extreme weather events, including by identifying mechanisms to reduce its share of the overall market in underserved areas and move its customers into the admitted insurance market.

At the request of SCAG President Curt Hagman, SCAG staff brought the item before the LCMC with a recommendation that the committee forward a recommendation to the RC to adopt a resolution requesting the California Insurance Commissioner, State Legislature, and the Governor take emergency action to strengthen and stabilize California's marketplace for homeowners and commercial property insurance.

As is noted in the resolution, included in the report for reference, access to insurance not only allows existing homeowners to protect what is most likely their largest and most important asset

but empowers homebuyers to secure a mortgage for a home. A scarcity of options may freeze real estate transactions and slow or stop new housing development, which would include affordable housing projects, apartments, and condominiums. Work to address these impacts aligns with several items in SCAG’s board adopted State Legislative Platform, including:

- Item 11 under “Affordable Housing and Housing Production” – Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.
- Item 5 under “Expanding Economic Opportunity & Economic Development” – Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

In response to the passage of the resolution by the County of San Bernardino, Insurance Commissioner Ricardo Lara issued a statement acknowledging efforts his office is already undergoing to remedy these issues, including the passage of his “Sustainable Insurance Strategy,” which he set in motion in September 2023. Several key items noted in the strategy include updating rate review timelines, improving rate filing procedures, and updating risk assessment tools. As such, in his statement, Commissioner Lara recognized passage of the resolution as “support of our urgent on-going regulatory work to solve this insurance crisis and stabilize our state’s insurance marketplace that results in more insurance companies returning and expanding in all areas of our state.”

While the Commissioner’s efforts are acknowledged, the Little Hoover Commission reported in its hearing on March 28, 2024, that these reforms “will not go into effect until at least 2026, and it may take a few years after that for the market to react.” For these reasons, the resolution calls for a collaborative partnership between the Insurance Commissioner, Legislature, and Governor to take more immediate and comprehensive action.

During discussion by the LCMC, member Jenny Crosswhite, city of Santa Paula, asked why renters insurance was not being considered in the resolution as the language in the resolution focused on homeowners. Following further discussion, a motion was made and approved by the committee to accept the resolution and to conduct further research on the renters issue and include it if appropriate.

Following this direction, SCAG staff proceeded to research and conduct outreach to various entities throughout the state who have been advocating on this issue. While we found that the direct effects of the ongoing insurance crisis on renters is unknown at the moment, the potential for downstream impacts does exist, including potential for increases in rent as insurance costs increase for rental property owners. As such, language has been included to the resolution that addresses

those potential impacts, widening the net for those who should be considered when looking at ways to address what is happening with the insurance market.

**FISCAL IMPACT:**

Work associated with the Resolution to Address California's Marketplace for Residential and Commercial Property Insurance is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. Resolution No. 24-668-5 Residential and Commercial Property Insurance



RESOLUTION NO. 24-668-5

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REQUESTING THE CALIFORNIA INSURANCE COMMISSIONER, STATE LEGISLATURE, AND GOVERNOR TAKE EMERGENCY ACTION TO STRENGTHEN AND STABILIZE CALIFORNIA’S MARKETPLACE FOR RESIDENTIAL AND COMMERCIAL PROPERTY INSURANCE.

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

REGIONAL COUNCIL OFFICERS

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Curt Hagman
County of San Bernardino

Community, Economic & Human Development
David J. Shapiro, Calabasas

Energy & Environment
Luis Plancarte
County of Imperial

Transportation
Tim Sandoval, Pomona

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties, serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and;

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

WHEREAS, in 1988, California voters enacted Proposition 103, which established a robust set of consumer protections designed to keep insurance rates fair and affordable and to ensure a competitive marketplace; and

WHEREAS, last year, two of the State’s largest insurance carriers, representing over 27 percent of the admitted insurance market in California, announced they would stop issuing new homeowners and commercial property insurance policies in California; several others, representing more than another 36 percent of the market, announced plans to limit new policy origination; and

WHEREAS, the reduction of insurance options in the State has a direct negative effect on consumer access to coverage: in all parts of the State, homeowners, rental properties, business owners, and farmers are now unable to obtain new insurance policies from the admitted insurance market; and

WHEREAS, access to insurance allows existing homeowners to protect what is for many their largest and most important asset, and empowers homebuyers to secure a mortgage for a home that can build generational wealth, but a scarcity of options may freeze real estate transactions and slow or stop the rate of new housing development, including attached dwelling units like affordable housing projects, apartments, and condominiums, exacerbating the State’s critical housing shortage; and

WHEREAS, scarcity of affordable insurance options for rental property owners will also disproportionately impact vulnerable populations and worsen access to affordable housing; and

Attachment: Resolution No. 24-668-5 Residential and Commercial Property Insurance (Resolution No. 24-668-5 to Address California's

**WHEREAS**, Californians who cannot obtain coverage from the admitted market are forced to apply for protection through the California Fair Access to Insurance Requirements (FAIR) Plan, a state-established risk pool intended to operate as California’s insurer of last resort providing temporary coverage as consumers pursue insurance in the traditional market; and

**WHEREAS**, the collapsing admitted-provider market has caused steadily increasing enrollment in the FAIR Plan over the past five years, threatening the ongoing stability of the plan, putting even this safety net at dire risk; and

**WHEREAS**, policy decisions have placed Californians’ homes and businesses at risk of catastrophic loss that can only be prevented by stabilizing the residential insurance and commercial property insurance markets while providing rates that remain fair and affordable to consumers, and maintaining the ongoing viability of the FAIR Plan, which provides a vital safety net to Californians whose policies are nonrenewed and to homebuyers who cannot secure a mortgage without insurance; and

**WHEREAS**, the California Insurance Commissioner has released draft regulations to address this immediate crisis but the Little Hoover Commission hearing on March 28, 2024, reports that reforms “will not go into effect until at least 2026, and it may take a few years after that for the market to react...this timeline, of course could be delayed further if lawsuits by any party, including insurers or consumers, were to occur”; and

**WHEREAS**, the California Insurance Commissioner has broad authority under the Insurance Code to adopt emergency regulations to promote the public welfare, including under sections 1861.01, 1861.05, and 1861.055 to adopt emergency regulations governing the prior approval process for insurance rate change applications, and to adopt emergency regulations under section 11346.1 of the Government Code and section 12921.7 of the Insurance Code.

**NOW, THEREFORE, BE IT RESOLVED, BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, as follows:**

**Section 1.** The Insurance Commissioner, State Legislature, and the Governor are requested to declare a state of emergency and take immediate emergency regulatory and legislative action to strengthen and stabilize California’s marketplace for residential insurance and commercial property insurance. The Commissioner, Legislature, and Governor must consider the following goals in crafting an appropriate regulatory response:

- a. Expand coverage choices for all consumers, particularly in underserved areas of the State.
- b. Improve the efficiency, speed, and transparency of the California Department of Insurance’s rate approval process.
- c. Tailor the rate approval process to account for all factors necessary to promote a robust, competitive insurance marketplace, including through potential revisions to the way catastrophe risks, reinsurance costs, and other legitimate insurer costs are accounted for.

- d. Maintain the long-term availability of residential and commercial property insurance coverage.
- e. Maintain the solvency of the FAIR Plan to protect its policyholders and promote long-term resiliency in the face of extreme weather events, including by identifying mechanisms to reduce its share of the overall market in underserved areas and move its customers into the admitted insurance market.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 7<sup>th</sup> day of November, 2024.

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Curt Hagman  
President, SCAG  
County of San Bernardino

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Jeffery Elder  
Chief Counsel



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

Southern California Association of Governments  
November 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Prithvi Deore, Associate Regional Planner  
(213) 236-1950, deore@scag.ca.gov

**Subject:** 2024 Trade Corridor Enhancement Program: SCAG Region Projects  
Nominations

**RECOMMENDED ACTION FOR TC:**

That the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

**RECOMMENDED ACTION FOR RC:**

Approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

*The objective of the Trade Corridor Enhancement Program (TCEP) is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the California Transportation Commission, including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified as freight corridors that are priority candidates for zero-emission freight. The TCEP also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.*

*The 2024 TCEP cycle represents the fourth cycle since the program's inception in 2018. SCAG as the region's Metropolitan Planning Organization (MPO) is tasked with compiling project nominations from its respective agencies to the California Transportation Commission. Similar to previous cycles, this includes a cover letter to be submitted by the MPO with a list of all*



*nominations, and confirmation of consistency with the adopted Regional Transportation Plan and if applicable, Sustainable Communities Strategy and adopted regional freight plan. In addition, SCAG will provide individual consistency letters to include in the applications as part of the new process for 2024 TCEP as to confirm that the proposed nomination is included in the current approved Regional Transportation Plan and Sustainable Communities Strategy.*

*As part of this process, SCAG has received 17 project nominations for the SCAG region, with a total TCEP funding request for this cycle of \$629,450,805. Out of these, nine project nominations are led by or in partnership with Caltrans, with a TCEP funding request of \$155,315,000.*

*To summarize, the cumulative budget and funding ask in the region includes:*

- *Total Projects Cost - \$1,603,176,078*
- *Future Eligible Cost - \$1,514,134,068*
- *Regional TCEP Request - \$474,135,805*
- *State TCEP Request - \$155,315,000*
- *Total TCEP Request - \$629,450,805*


*Staff is seeking Transportation Committee recommendation for Regional Council approval and approval from the Regional Council at the November 7, 2024, meetings.*

#### **BACKGROUND:**

The objective of the Trade Corridor Enhancement Program (TCEP) is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission, including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Per eligibility requirements, SCAG's adopted final Connect SoCal 2024 plan serves as the region's adopted regional transportation plan that includes a sustainable communities strategy (SCS) determined by the California State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets. Determination of the SCS by the state is expected to be completed by June 2025.

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission

(Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The Infrastructure Investments and Jobs Act (IIJA), signed on November 15, 2021, by President Biden, continued the funding for the federal National Highway Freight Program that is used in the Trade Corridor Enhancement Program (TCEP). The following schedule lists the major milestones for the development and adoption of the TCEP:

 California Transportation Commission  
2024 Trade Corridor Enhancement Program Guidelines

Milestone	Date
Draft Guidelines presented to the Commission	June 27-28, 2024
Adoption of the Guidelines and Call for Projects	August 15-16, 2024
Project Nominations Due	November 22, 2024
Release staff recommendations	June 06, 2025
Program adoption	June 26-27, 2025

The 2024 Program will provide two years of programming in fiscal years 2025-26 and 2026-27 for an estimated total of \$1.071 billion (\$1,071,000,000) of TCEP funds. Due to approved advanced programming and supplemental project funding requests, the available funding capacity for the 2024 TCEP is \$900,389,000. Any unused balance or savings generated will be added to the available funding in the following cycle.

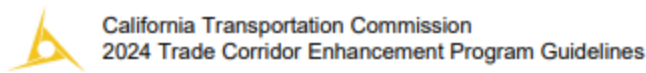
Over the two years in this programming cycle (2025-26 and 2026-27) it is estimated that \$254 million (\$254,000,000) of National Highway Freight Program Funds will be available and that \$646 million (\$646,000,000) from the Trade Corridor Enhancement Account Fund will be available.

After consulting the California Freight Mobility Plan and conducting a number of stakeholder workshops, the Commission has determined that the following corridors (a.k.a. freight regions) are eligible for funding under this program:

- Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties)
- Central Valley (El Dorado, Placer, Fresno, Kern, Kings, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties)
- Central Coast (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties)
- Los Angeles/Inland Empire (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties)
- San Diego/Border (Imperial and San Diego counties)
- Other (Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tahoe Basin Counties, Tehama, Trinity, Tuolumne, and Yuba counties)

Pursuant to Streets and Highways Code, Section 2192, 40 percent of identified program funding shall be available for projects nominated by the California Department of Transportation (Caltrans), in consultation with regional transportation agencies, and 60 percent of identified program funding shall be available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities, in consultation with the Department.

In considering geographic balance for the overall program, the Commission may program below the targets in a region or regions to account for projects programmed from the statewide target. Per the Commission: “The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.”



Programming Targets		
<i>(This table will be completed once the fund estimate is finalized.)</i>		
Statewide Target (40 percent of total funds)		
Caltrans		<b>\$320,789,000*</b>
Regional Corridor Targets (60 percent of total funds) <b>\$579,600,000**</b>		
	Percentage	Target
Bay Area/Central Valley	29 percent	<b>\$123,354,000</b>
Central Coast	2.5 percent	<b>\$16,065,000</b>
Los Angeles/Inland Empire	56 percent	<b>\$359,856,000</b>
San Diego/Border	10 percent	<b>\$64,260,000</b>
Other	2.5 percent	<b>\$16,065,000</b>

\*40 percent of total funds is \$428,400,000. This amount is reduced by \$107,611,000 to account for approved cost increases and approved advance 2024 Trade Corridor Enhancement Programming for one project.

\*\*60 percent of total funds is \$642,600,000. This amount is reduced by \$63,000,000 to account for the approved advance 2024 Trade Corridor Enhancement Programming for one project out of the Bay Area/Central Valley Regional Corridor Target. The \$63,000,000 reduction comes solely from that one region’s target; all other targets were calculated using the original amount of \$642,600,000.

SCAG has continued to play a central role in the TCEP through working directly with key member and partner agencies, and their project teams including county transportation commissions, cities, the ports (Los Angeles, Long Beach, and Hueneme), Caltrans, and private companies. This has included convening and representing the region through the development of program guidelines, as well as direct program processes throughout application steps. As part of the application process and through all Program cycles, SCAG regularly provides collaboration, coordination, and support

for the TCEP, including reviewing documents, eligibility, coordination, and final compilation. SCAG tracks the nominated projects for FTIP purposes to ensure the eligibility and consistency of information for a successful application. SCAG also supports member and partner agency project nominations by coordinating with the Commission on multiple items to ensure transparency across the region, with recent efforts for the 2024 fourth cycle.

SCAG staff coordinated directly with Caltrans on the state's project nomination process that included state partnerships within the SCAG region seeking state target funding.

To align with the key deadlines from the Commission's TCEP schedule, SCAG staff developed the following process and schedule:

- September 30, 2024: Project applicants submit TCEP Project Summary and consistency letter to SCAG.
- October 2024: SCAG creates project-specific cloud-based folders and shares links with project sponsors.
- October 2024: SCAG provides consistency letters to project applicants.
- November 7, 2024: SCAG staff provides policy recommendation for the Regional Council to approve.
- November 11, 2024: Project applicants upload near-final application to project-specific cloud-based folders.
- November 22, 2024: Project applicants submit project applications directly to the Commission while SCAG submits a letter to the Commission including the list of project nominations with consistency verification.

As the region's MPO, SCAG is responsible as part of the TCEP to compile project nominations and confirm consistency of the project nominations with SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Regional Freight Plan (RTP/SCS). The identified steps and schedule will be relied upon to allow for the Transportation Committee and Regional Council to recommend and approve the list of nominated TCEP project applications, while fulfilling the direct requirements of the TCEP, namely to provide the consistency letters to applications, cover letter, listing of project nominations, and confirmation of consistency with the RTP/SCS.

Multiple agencies are nominating 17 total projects in the region. These project initiatives listed in the tables of Attachment 1 are all included in the adopted final Connect SoCal 2024. They are crucial in enabling zero-emission or near-zero emission goods movement in the region and contributing to a necessary robust multimodal freight system serving domestic consumption for Southern California, the state and nation, as well as critical export markets across the world. As part of the regional planning process, these projects are needed to enhance this multimodal freight system that sustains the State's single largest economic region.



Out of the 17 projects, nine project nominations are led by or in partnership with Caltrans. One of the Caltrans projects will be submitted as multiple applications for the TCEP funds to the Commission. TCEP funding request from the region is split between the State fund request of \$155,315,000 and Regional fund request of \$474,135,805. The total TCEP funding request for this cycle is \$629,450,805. Please refer to Attachment 1 for a full project listing. To summarize the cumulative budget and funding ask in the region:

- Total Projects Cost - \$1,603,176,078
- Future Eligible Cost - \$1,514,134,068
- Regional TCEP Request- \$474,135,805
- State TCEP Request- \$155,315,000
- Total TCEP Request - \$629,450,805

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2024-25 Overall Work Program (OWP) Task 130.0162.18 - Goods Movement Planning.

**ATTACHMENT(S):**

1. Attachment\_TCEP\_SCAG\_ProjectNominationList
2. PowerPoint Presentation\_2024 TCEP SCAG Project Nominations\_TC

**2024 Trade Corridor Enhancement Program - SCAG Region Nominations List**

Lead Agency	County	Project Title	Partner Agencies	RTP/SCS ID	Page No.	2023 FTIP ID
Port of Long Beach	Los Angeles	Harbor Scenic Drive Enhancements Project (Project)	Caltrans	1200L009	214	
Port of Los Angeles	Los Angeles	POLA Rail System Efficiency/Emission Reduction – Terminal Island Rail Infrastructure		1200P002	227	
City of Long Beach	Los Angeles	Shoemaker Bridge Replacement Project - Final Design		LA0G830	189	LA0G830
LA Metro	Los Angeles	Malabar Yard		7120010-LA0G1051	248	LA0G1051
LA Metro	Los Angeles	SR-71 Gap Closure Phase 2 Project	Caltrans	LA0B951	231	LA0B951
LA Metro	Los Angeles	Zero Emissions Truck Program	South Coast Air Quality Management District - MSRC	7160003	417	
Arizona & California Railroad (ARZC)	San Bernardino	Arizona & California Railroad (ARZC) Desert Rail Infrastructure Improvement Project	Caltrans	5240010	390	
Caltrans	San Bernardino	High Desert Operational Efficiency Project	BNSF	5240011	389	
City of Santa Ana	Orange	Santa Ana Grade Separation Project		2200L001	255	
OCTA	Orange	The Coastal Rail Infrastructure Resiliency Project (Project)*		ORA230510 and ORA231102	112 and 113	ORA230510 and ORA231102
City of Beaumont	Riverside	Pennsylvania Avenue Grade Separation Project		2016A319	115	RIV180129A
City of Moreno Valley	Riverside	SR-60/World Logistics Center Parkway Interchange Improvements	Caltrans District 8	3M0801	331	RIV080904

<b>SBCTA</b>	<b>San Bernardino</b>	Baker Blvd. Mojave Bridge Replacement and Zero-Emission Truck Charging Station	San Bernardino County Department of Public Works, WattEV	7160003	417	200810
<b>City of Rialto</b>	<b>San Bernardino</b>	I-10 / Riverside Avenue Freight Improvement Project	Caltrans	200603	373	200603
<b>Oxnard Harbor District</b>	<b>Ventura</b>	Hybrid Electric Mobile Harbor Crane & ZE Trucking Infrastructure Project		624P002	409	
<b>VCTC</b>	<b>Ventura</b>	Hueneme Road Widening Phase I		VEN11202	407	VEN11202
<b>Caltrans</b>	<b>Various</b>	Call for ZEV Project Concepts**	Multiple Private Companies	7160003	417	

\*Submitted under advanced early submission process for TCEP

\*\*Multiple applications will be submitted



# Trade Corridor Enhancement Program SCAG Region Project Nominations

November 7, 2024

Prithvi Deore - Mobility Planning & Goods Movement

WWW.SCAG.CA.GOV

## Trade Corridor Enhancement Program (TCEP)

- The objective of the TCEP is to fund freight infrastructure improvements:
  - On federally designated Trade Corridors of National and Regional Significance.
  - On California’s portion of the NHFS, as identified in the CFMP.
  - Along other corridors that have a high volume of freight movement as determined by the CTC, including Senate Bill 671 Corridors.
- The 2024 TCEP cycle represents the fourth cycle since the program’s inception in 2018.
- The 2024 Program will provide two years of programming in fiscal years 2025-26 and 2026-27 for an estimated total of \$1.071 billion of TCEP funds.



California Transportation Commission  
2024 Trade Corridor Enhancement Program Guidelines

Milestone	Date
Draft Guidelines presented to the Commission	June 27-28, 2024
Adoption of the Guidelines and Call for Projects	August 15-16, 2024
Project Nominations Due	November 22, 2024
Release staff recommendations	June 06, 2025
Program adoption	June 26-27, 2025

Programming Targets		
<i>(This table will be completed once the fund estimate is finalized.)</i>		
Statewide Target (40 percent of total funds)		
Caltrans		<b>\$320,789,000*</b>
<b>Regional Corridor Targets (60 percent of total funds) \$579,600,000**</b>		
	Percentage	Target
Bay Area/Central Valley	29 percent	<b>\$123,354,000</b>
Central Coast	2.5 percent	<b>\$16,065,000</b>
Los Angeles/Inland Empire	56 percent	<b>\$359,856,000</b>
San Diego/Border	10 percent	<b>\$64,260,000</b>
Other	2.5 percent	<b>\$16,065,000</b>



## SCAG's MPO Role with TCEP

- Compiling project nominations from SCAG region to the CTC.
- Provide consistency letters to applicants from the region.
- Prepare a cover letter to be submitted
  - List of all project nominations.
  - Confirmation of consistency with and adopted RTP/SCS and regional freight plan.
- SCAG's process and schedule key dates:
  - **September 30, 2024:** Project applicants submit TCEP Project Summary to SCAG.
  - **November 7, 2024:** SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve
  - **November 22, 2024:** Project applicants submit applications including consistency letter directly to the Commission. SCAG submits a nomination letter to the Commission including the list of project nominations with consistency verification.

3

## SCAG Region TCEP Project Nominations

- As part of this process, SCAG has received 17 project nominations for the SCAG region, with a TCEP funding request for this cycle of:
  - Regional - \$474,135,805
  - State - \$155,315,000
- To summarize, the cumulative budget and funding ask in the region includes:
  - Total Projects Cost - \$1,603,176,078 (includes funded portion)
  - Future Eligible Cost - \$1,514,134,068 (non-funded portion)
  - **Total TCEP Request - \$629,450,805**

4

## Transportation Committee – Recommended Action

*Recommend that the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.*



# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/>



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

Southern California Association of Governments  
November 7, 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:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$7,500 for a membership with the Coalition for America’s Gateways and Trade Corridors (CAGTC).

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

**EXECUTIVE SUMMARY:**

*At its October 15, 2024, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$7,500 for a membership with the Coalition for America’s Gateways and Trade Corridors (CAGTC).*

**BACKGROUND:**

**Item 1:** Coalition for America’s Gateways and Trade Corridors (CAGTC)  
**Type:** Membership      **Amount:** \$7,500

The Coalition for America’s Gateways and Trade Corridors (CAGTC) brings national attention to expanding U.S. freight transportation capabilities and working toward solutions for this growing national challenge. CAGTC works with and through its members to raise awareness with the public and Congress on the need for sufficient funding for trade corridors, gateways, intermodal connectors, and freight facilities. This will be especially important once Congress works on the FY 25 Transportation-Housing & Urban Development appropriations bill. CAGTC will be instrumental in assisting SCAG to advocate for long-term solutions that prioritize freight investment. Further, Darin Chidsey, SCAG’s Chief Operating Officer, represents the agency on CAGTC’s Board of Directors.

**PRIOR COMMITTEE ACTION:**

Staff presented the agenda item for up to \$7,500 for a membership with the Coalition for America’s Gateways and Trade Corridors to the LCMC at its meeting on October 15, 2024. The LCMC approved this item unanimously as part of the consent calendar.



**FISCAL IMPACT:**

\$300 for the Coalition for America's Gateways and Trade Corridors membership is included in the approved FY 24-25 General Fund Budget, and \$7,200 is included in the FY 24-25 Indirect Cost Budget.



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

Southern California Association of Governments  
November 7, 2024

**To:** Regional Council (RC)  
**From:** David Angel, Legislative Affairs Analyst  
(213) 630-1422, angel@scag.ca.gov  
**Subject:** November 2024 State and Federal Legislative Update

**EXECUTIVE DIRECTOR'S  
APPROVAL**

*Kome Ajise*

**RECOMMENDED ACTION:**

Receive and File.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

**STATE**

**California Legislature End of Session Update**

Reaching the end of the two-year 2023-2024 legislative session, the State Legislature entered its final recess on August 31, 2024. The Governor acted on all pending legislation by the deadline of September 30, 2024. The legislature reconvened for a special session in September and October called by the Governor to pass legislation related to gas prices, but now will remain adjourned until December 2, 2024, when they will reconvene to swear in the new and continuing members and start the 2025-2026 Legislative Session. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
<b>August 31, 2024</b>	Last day for each house to pass bills. Final recess begins upon adjournment.
<b>September 30, 2024</b>	Last day for Governor to sign or veto bills passed by the legislature on or before Sept. 1 <sup>st</sup> and in his possession after Sept. 1 <sup>st</sup>
<b>December 2, 2024</b>	2025-26 Regular Session convenes for Organizational Session at noon.
<b>January 1, 2025</b>	Non-urgency measures signed into law in 2024 go into effect.
<b>January 6, 2025</b> <b>*tentative*</b>	2025-26 Legislative Session begins.

The legislature addressed a nearly \$55 billion deficit in the 2024-25 state budget through borrowing, delays, and various cuts. To balance the 2024 budget, several changes were made to the

spending plans for transportation, housing, homelessness, and climate change. Staff awaits the Legislative Analyst Office's annual fiscal outlook report, which is usually released in November, to get a clearer outlook on the state of the budget for the next fiscal year in advance of the January 10, 2025, deadline for Governor Newsom to release his initial budget proposal.

Attention is turning towards the General Election in November when half of the Senate and 80 Assembly seats are up for election. This is a critical time to engage with the potential new 20 legislators on 2025 priorities.

#### Bill Position Tracker Update

This year, the legislature passed 1,166 bills. SCAG took a formal position on four bills in 2024 and 37 bills in 2023, for a total of 41 positions, including 28 support, seven oppose, five watch, and one "hold as a two-year bill" positions. The Governor took his final action of the 2023-2024 Legislative session on September 30, 2024. Of the 41 positions, SCAG accomplished our advocacy goals on 22, equating to a 61-percent rate of success, excluding watched bills. SCAG's final 2023-2024 Bill Position Tracker is attached to this report.

#### End of Session Update

As the 2024 legislative year ended, Sacramento experienced robust legislative activity as many bills relating to housing/zoning and transportation policy reached Governor Newsom's desk. In addition, Cruz Strategies, who represent SCAG in the State Capitol, compiled a more comprehensive end-of-session report. Cruz Strategies' report is attached to this staff report.

#### **Governor Newsom Appoints Jason Elliot to the California Transportation Commission**

Governor Newsom announced his most recent appointments to office on August 30, 2024. Among them was Jason Elliott, one of his longest-serving aides, who was appointed to the California Transportation Commission. Commissioner Elliott holds a Public Policy Master's Degree from the Harvard Kennedy School and a Bachelor of Arts degree in American Studies from Columbia University and has since demonstrated his capability in diverse policy advocacy and advisory.

#### **California State Legislature Holds a Special Session to Address Gasoline Price Spikes**

On October 14, 2024, Governor Gavin Newsom signed Assembly Bill x2-1 (ABX 2-1) into law, which would authorize the California Energy Commission (CEC) to develop requirements for refiners to create and maintain resupply plans so they can be prepared for production loss during maintenance periods, as well as set minimum levels of fuel inventories that refiners must maintain. This bill resulted from a special session held by the Legislature which focused on legislation that would reduce spikes in gas prices after they failed to pass the Governor's proposals on this issue.

While the Governor considered several bill ideas during the special session, many were too controversial to be introduced just one month before the 2024 General Election. Thus,

Assemblymember Gregg Hart (D-Sana Barbara) introduced ABX 2-1 to allow the CEC to place requirements on refiners to curtail price spikes due to gasoline supply shortages. The Senate initially passed this special proposal on a 23-9 vote on October 11, 2024, and the Assembly passed the bill shortly after on October 14, 2024

## FEDERAL

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### **Federal Appropriations Bills Update**

Congress began its October recess upon adjournment on September 27, 2024, as legislators will be busy leading up to the November 2024 General Election. Both chambers will be in recess until Veterans Day, reconvening to continue their business on November 12, 2024. Before the October recess, the House and Senate faced a September 30, 2024, deadline to pass all twelve appropriations bills before the end of the federal fiscal year or agree to a continuing resolution (CR) to avoid a government shutdown. Given that both parties and chambers are still not close to agreeing on a full budget, the House and Senate passed a CR on September 25, 2024, which would temporarily fund the federal government at current funding levels through December 20, 2024, with some additional funding included for the Secret Service. The CR passed on a 341 to 82 vote in the House and a 78 to 18 vote in the Senate, and President Biden signed it on September 26, 2024, just four days before the federal government would have shut down.

Congress must pass all 12 appropriations bills or an additional CR by the new December 20 deadline to avoid a government shutdown.

It remains improbable, however, that Congress will pass all 12 appropriations bills by the new deadline, given the upcoming election and holiday season. More likely, Congress will pass an additional CR to temporarily fund the government into 2025, which would be the first order of business for the new 119th Congress.

The House of Representatives previously approved five of its 12 appropriations bills in late July before the August recess, including the bills for Military Construction-Veterans Affairs, State-Foreign Operations, Homeland Security, Defense, and Interior-Environment. While the House took an additional vote to consider passage of the Legislative Branch appropriations bill in July, it failed by a margin of 205 to 215. At the time of writing this report, the Senate had yet to vote on any of the appropriations bills on the floor. A federal appropriations bill tracking report prepared by our federal lobbyists, Holland & Knight, is attached to this report.

Both chambers in session

Senate only in session

House only in session

**July**

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	1	2	3	4 Independence Day	5	6
7	8	9	10	11	12	13
14	15 GOP National Conv.	16 GOP National Conv.	17 GOP National Conv.	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**August**

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19 Dem National Conv.	20 Dem National Conv.	21 Dem National Conv.	22	23	24
25	26	27	28	29	30	31

**September**

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
1	2 Labor Day	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

**October**

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
		1	2	3 Rosh Hashana (begins)	4 Rosh Hashana (ends)	5
6	7	8	9	10	11 Yom Kippur (begins)	12 Yom Kippur (ends)
13	14 Columbus Day	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**November**

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
					1	2
3	4	5 Election Day	6	7	8	9
10	11 Veterans Day	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28 Thanksgiving Day	29	30

**December**

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25 Christmas Day	26 Hanukkah (begins)	27	28
29	30	31				

Sources: Offices of Senate Majority Whip Richard J. Durbin, Senate Minority Whip John Thune and House Majority Leader Steve Scalise  
Chris Hale/CQ Roll Call

Updated 11/17/23

**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
Bridge Investment Program (BIP), Planning and Bridge Project	October 1, 2024	U.S. Department of Transportation
Grants		
Pathways to Removing Obstacles to Housing (PRO Housing)	October 15, 2024	U.S. Department of Housing and Urban Development
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program	October 2024	U.S. Department of Transportation
Regional Infrastructure Accelerators Program	October 2024	U.S. Department of Transportation
Community Change Grants Program	November 21, 2024	U.S. Environmental Protection Agency
Low Carbon Transportation Materials Program	November 25, 2024	U.S. Department of Transportation
Reduction of Truck Emissions at Port Facilities Program	December 2024	U.S. Department of Transportation
Port Infrastructure Development Program	December 2024	U.S. Department of Transportation

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 2024 SCAG Bill Position Tracker
2. Cruz Strategies - 2024 End of Session Wrap Up
3. Cruz Strategies - 2024 New Laws Briefing
4. Federal Appropriations Bill Update



Bill Number	Position/RC Action	Topic	Summary	Status
<b>2023-2024 LEGISLATIVE SESSION BILLS</b>				
<b>AB 6 (Friedman)</b>	Oppose 6/1/23	Transportation Planning	This bill would require strengthen CARB’s authority over SCSs submitted by transportation planning agencies, including authorizing CARB to reject an SCS, expands the requirements of an SCS, allows CARB to continue updating regional GHG emission reduction targets beyond 2050.	Died in Senate.
<b>AB 7 (Friedman)</b>	Oppose 6/1/23	Transportation Project Selection Process	AB 7 would require transportation-related state agencies to incorporate CAPTI and IJA principles into project development, selection, and implementation processes, as feasible.	Died in Senate.
<b>AB 57 (Kalra)</b>	Support 4/6/23	California Pocket Forest Initiative	This bill would establish the California Pocket Forest Initiative which would authorize the department to provide grants to cities, counties, districts, nonprofit organizations, and public schools to establish pocket forests on public lands, as provided.	Vetoed 10/17/23.
<b>AB 98 (Gomez Reyes &amp; Carrillo)</b>	Oppose 9/5/24	Planning and Zoning: Logistics Use	This bill prohibits cities and counties from approving new or expanded logistics uses unless they meet specified standards, requires cities and counties to update their circulation elements to include truck routes, and imposes study requirements on the South Coast AQMD.	Signed into law 9/29/24.
<b>AB 364 (Bryan)</b>	Support 6/1/23	Statewide Street Furniture Data	This bill would create a data platform for street furniture, including bus shelters, benches, trash receptacles, and public toilets. It would also require Caltrans to develop guidelines for sharing the data, and OPR to make this data publicly accessible.	Died in Senate.



Bill Number	Position/RC Action	Topic	Summary	Status
<b>AB 413 (Lee)</b>	Watch 6/6/23	Vehicles: Standing, stopping, and parking	This bill would prohibit a person from parking a vehicle within 20 feet of either side of any marked or unmarked crosswalk, or within 15 feet of any crosswalk where a curb extension is present, but permits a local government to allow parking for bicycles or motorized scooters within 20 feet of a crosswalk.	Signed into law 10/10/23.
<b>AB 557 (Hart)</b>	Support 4/6/23	Local agencies: teleconferences	This bill would extend the local state agencies' teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely.	Signed into law 10/08/23.
<b>AB 585 (Rivas)</b>	Support 6/1/23	CA Global Warming Solutions Act of 2006	This bill would require the CCST to triennially assess clean infrastructure needs across sectors and publish annual progress reports identifying where faster buildout of clean infrastructure is needed. It would also require Go-Biz to assess barriers limiting the deployment of clean energy projects by January 2026.	Signed into law 10/07/23.
<b>AB 591 (Gabriel)</b>	Support 4/6/23	Electric vehicle service equipment: universal connectors	This bill would require public electric vehicle charging stations to include a universal connector.	Died in Senate.
<b>AB 610 (Holden)</b>	Support 4/6/23	Youth Transit Pass Pilot Program	This bill would have created the Youth Transit Pass Pilot Program, but it was gut-and amended to relates to fast food minimum wage exemptions.	Signed into law 3/25/24.
<b>AB 645 (Friedman)</b>	Watch 7/6/23	Speed Safety Cameras Pilot	This bill would authorize the cities of Los Angeles, San Jose, Long Beach, Oakland, Glendale, and the City/County of San Francisco to pilot speed camera systems for five years or until January 1, 2032, in high-	Signed into law 10/13/23.



Bill Number	Position/RC Action	Topic	Summary	Status
			injury areas and school zones in limited numbers based on population.	
<b>AB 744 (Carrillo, Juan)</b>	Support 6/1/23	CTC Data, Modeling, & Software Procurement	This bill would require the CTC to convene relevant state agencies to assess the procurement and implementation of data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, economic, and climate change strategies and goals and submit a report to the legislature by July 2025.	Signed into law 10/08/23.
<b>AB 761 (Friedman)</b>	Support 2/1/24	EIFDs: LA County Passenger Rail Projects	This bill would extend the life of EIFDs in LA County funding clean passenger rail projects from 45 years to 75 years, if at least 75 percent of their revenues are used for debt service on a TIFIA loan.	Signed into law 9/22/24.
<b>AB 785 (Santiago)</b>	Support 6/1/23	Los Angeles Homelessness Housing Projects CEQA Exemptions	This bill would create CEQA exemptions for low-barrier navigation centers, supportive housing, transitional housing for youth, and affordable housing in the City/County of LA until January 2030. This bill would replace AB 1197, which provided CEQA exemptions for certain projects in the City/County of LA until January 2025.	Signed into law 10/10/23.
<b>AB 824 (Calderon)</b>	Support 4/6/23	Highway Greening	This bill would require the Department of Transportation to achieve at least a 10% increase of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035.	Died in Senate.
<b>AB 825 (Bryan)</b>	Watch 7/6/23	Legalizing Cyclists on Sidewalks	This bill would prohibit cities and counties from restricting the use of bicycles on sidewalks next to highways that do not include Class I, II, or IV bikeways,	Vetoed 10/08/23.

Attachment: 2024 SCAG Bill Position Tracker (November 2024 State and Federal Legislative Update)



Bill Number	Position/RC Action	Topic	Summary	Status
			with exceptions for specified reasons, until January 2031.	
<b>AB 833 (Rendon)</b>	Support 9/7/23	Freeway Caps	This bill would require the Department of Transportation (Caltrans) to prepare a plan for adding caps to freeway segments that divide disadvantaged, underrepresented, urban communities and present it to the Legislature by January 1, 2030.	Died in Senate.
<b>AB 914 (Friedman)</b>	Support 7/6/23	Electrical Infrastructure: CEQA	Establishes a two-year time limit from the date the application is submitted to and accepted as complete by a lead state agency to complete CEQA review and approve or deny an application for an electrical infrastructure project.	Died in Senate.
<b>AB 930 (Friedman)</b>	Support 4/6/23	RISE Districts	This bill would authorize the establishment of Reinvestment in Infrastructure for a Sustainable and Equitable (RISE) districts to unlock tax increment financing (TIF) for infrastructure and equitable development in location-efficient areas.	Died in Senate.
<b>AB 1181 (Zbur)</b>	Support 6/1/23	Energy Resilience for Multifamily and Affordable Homes	This bill would require the CA Solar Initiative to evaluate program or tariff improvements to multifamily installations of hybrid resources, specifically the inclusion of energy storage paired with solar energy systems, and to consider possible adjustments to existing or successor tariffs to facilitate the installation of energy storage technologies with new or existing solar energy systems.	Died in Assembly.
<b>AB 1637 (Irwin)</b>	Oppose 9/7/23	Local Government: Internet Websites and Email Addresses	This bill would require cities and counties that maintain a public internet website and use public email addresses for employees to use a “.gov” or “.ca.gov” domain name for their websites and email addresses by January 1, 2029.	Signed into law 10/08/23.

Attachment: 2024 SCAG Bill Position Tracker (November 2024 State and Federal Legislative Update)



Bill Number	Position/RC Action	Topic	Summary	Status
<b>AB 1332 (Carrillo, Juan)</b>	Support, if Amended 6/1/23	ADU Approval Streamlining	This bill would require local governments to create a program for the pre-approval of Accessory Dwelling Units (ADUs) by January 1, 2025. Additionally, this bill would require local agencies to approve or disapprove an application for a detached ADU within 30 days from receipt of the completed application.	Signed into law 10/11/23.
<b>AB 1335 (Zbur)</b>	Oppose 5/4/23	RHNA Population Estimates	AB 1335 would establish a region’s RHNA determination as the minimum housing projection for the first eight years of the 20+ year RTP/SCS planning period. Functionally, this means that HCD’s RHNA determination is the only piece of information that could be used to forecast household growth in the first eight years of the 20+ year RTP/SCS.	Died in Senate.
<b>AB 1488 (Wallis)</b>	Support 6/1/23	Water Project CEQA Streamlining	This bill would allow water storage, water conveyance and groundwater recharge projects to benefit from expedited CEQA judicial review procedures.	Died in Assembly.
<b>AB 1508 (Ramos)</b>	Support 6/1/23	Statewide Housing Plan First-Time Homeownership	This bill would require future Statewide Housing Plan (SHP) updates to include analyses related to first-time homeownership in California.	Signed into law 10/11/23.
<b>AB 1525 (Bonta)</b>	Hold as Two-Year Bill 6/1/23	Transportation funding for priority populations	This bill would direct Caltrans, the CTC, and CalSTA to adopt a criteria and evaluation process that defines “priority populations” and assesses the benefits and potential harms of proposed transportation projects.	Died in Assembly.
<b>AB 2535 (Bonta)</b>	Oppose 6/6/24	TCEP Zero-Emission Freight	This bill requires the CTC to establish and increase targets to program higher percentages of TCEP funds to zero-emission freight infrastructure.	Died in Assembly.
<b>AB 3182 (Lackey)</b>	Support 4/6/24	California Wildlife, Coastal, and Park Land Conservation Act	This bill would expand the allowable uses of lands acquired with Proposition 70 funding from open-space and agricultural preservation purposes to include park and recreational purposes.	Died in Senate.

Attachment: 2024 SCAG Bill Position Tracker (November 2024 State and Federal Legislative Update)



Bill Number	Position/RC Action	Topic	Summary	Status
<b>SCR 13 (Roth)</b>	Support 4/6/23	Joseph Tavaglione Interchange	This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange.	Chapters on 9/10/24.
<b>Public-Private Partnership Authority I-15 Wildlife Crossings</b>	Support 7/6/23	Direct Contracting for I-15 Wildlife Crossings	This proposal would allow Caltrans to directly contract with Brightline West to develop, design, and construct wildlife crossings as part of their project in the median on the I-15. This proposal was included as part of the budget trailer bill SB 145 (Newman & Friedman).	Signed into law 7/10/23.
<b>National Environmental Policy Act (NEPA) Delegation Authority</b>	Support 7/6/23	NEPA Delegation Authority Extension	This proposal would remove the current sunset provision and permanently authorize the CalSTA Secretary to perform certain federal environmental responsibilities under NEPA. This proposal was included as part of the budget trailer bill SB 146 (Gonzalez & Friedman).	Signed into law 7/10/23.
<b>CEQA Judicial Streamlining</b>	Support 7/6/23	CEQA Judiciary Streamlining	This proposal would require that judicial challenges and appeals to certain water, transportation, clean energy, and semiconductor or microelectronic projects under CEQA be completed within 270 days. This proposal was included as part of the budget trailer bill SB 149 (Caballero & Becker).	Signed into law 7/10/23.
<b>Green Financing Programs for Federal IRA Funding</b>	Support 7/6/23	IRA Federal Funding for GHG Reducing Projects	This proposal would authorize IBank and the DWR to utilize IRA funding to finance projects that reduce GHG emissions. This proposal was included as part of the budget trailer bill SB 124 (Committee on Budget and Fiscal Review).	Signed into law 7/10/23.
<b>SB 393 (Glazer)</b>	Support 4/6/23	California Environmental Quality Act	This bill authorizes shifts the burden of proving financial hardship related to undertaking of CEQA challenges to affordable housing projects from defendant to plaintiff.	Signed into law 9/19/24.

Attachment: 2024 SCAG Bill Position Tracker (November 2024 State and Federal Legislative Update)



Bill Number	Position/RC Action	Topic	Summary	Status
<b>SB 405 (Cortese)</b>	Watch 4/6/23	RHNA Housing Element Site Inventories	This bill would require HCD to establish a pilot program to develop a methodology to analyze whether a local agency’s inventory of land suitable for development has identified adequate sites to accommodate its share of the regional housing need for all income levels.	Died in Senate.
<b>SB 517 (Gonzalez)</b>	Support 6/1/23	GO-Biz Freight Coordinator	This bill would establish a Freight Coordinator within the Governor’s Office of Business and Economic Development (GO-Biz) and require the Governor to appoint the coordinator.	Died in Assembly.
<b>SB 538 (Portantino)</b>	Support 6/1/23	Caltrans Chief Advisor on Cycling and Active Transportation	This bill would require the director of the Caltrans to appoint a Chief Advisor on Cycling and Active Transportation, who shall serve as the department’s chief advisor on all issues related to bicycle transportation, safety, and infrastructure.	Signed into law 10/08/23.
<b>SB 670 (Allen)</b>	Oppose 6/1/23	VMT Maps	would require the CARB, OPR, and Caltrans, to develop a methodology for assessing light-duty VMT and maps to display average VMT per capita in the state at the local, regional, and statewide levels. It would require CARB to update these maps every four years and to provide technical assistance.	Died in Senate.
<b>SB 695 (Gonzalez)</b>	Watch 4/6/23	Caltrans State Highway Project Data	This bill would require Caltrans to make data available on its website about current and planned projects on the state highway system for the last five years, by January 1, 2025, and every year thereafter.	Signed into law 10/08/23.
<b>SB 825 (Limón)</b>	Support 4/6/23	MPO Broadband Funding Eligibility	This bill makes certain regional transportation planning entities, including MPOs, eligible for broadband infrastructure planning grant funding from the California Public Utilities Commission.	Signed into law 9/8/2023.
<b>SB 860 (Bradford)</b>	Support 6/1/23	ACP Outreach	This bill would require the CDT Office of Broadband and Digital Literacy to use existing and available materials to create an awareness campaign of broadband discount service and device programs, including but not limited to the federal Affordable Connectivity Program.	Died in Senate.

Attachment: 2024 SCAG Bill Position Tracker (November 2024 State and Federal Legislative Update)





## State Legislative Advocacy 2024 Session Wrap-Up Memo October 2024

In Sacramento, by the end of the 2024 session on August 31, lawmakers sent hundreds of bills to Governor Newsom for his signature or veto by September 30. The Governor ultimately signed 1,017 bills and vetoed over 15 percent in the second and final year of the session.

During the final week of session, the Governor called for a special session to address rising gas prices by imposing new inventory requirements on oil refineries to smooth out supply constraints during facility maintenance periods. The Assembly and Senate have scheduled meetings and floor votes via a special session ('Second Extraordinary Session') on the gas price reforms through the early weeks of October.

Attention has also turned to the General Election in November in which all 80 assembly seats and half of the Senate seats are up for election. This election will likely bring in over 20 new legislators that will begin their 12 year terms. This is a critical time to engage new legislators on 2025 priorities.

In addition, voters will be asked to decide on [ten statewide ballot measures](#) ranging from new bonds for schools and climate change, a minimum wage hike, and marriage equality.

The Legislative will reconvene for an organizational session on December 2, 2024, during which lawmakers will be sworn-in to office and kick off a new session.

### State Budget

The [2024-25 state budget](#) closed a near \$55 billion deficit through various cuts, delays, and internal borrowing. Of note, the state utilized just over \$12 billion, over two years, in available reserves while maintaining over \$20 billion in various reserve accounts. Steps were also taken to create a new reserve account designed to ease volatility by setting aside portions of major windfalls in growth years to smooth out multi-year revenue projections.

Balancing the 2024 budget required several changes to multiyear spending plans for transportation, housing, homelessness, climate change. Many expenditures were shifted from the general fund to the Cap-and-Trade (Greenhouse Gas Reduction Fund) and were stretched over more years.

The most [recent forecasts](#) of the state's largest revenue sources are aligned to the budget assumptions but volatility is expected. In all, however, cash receipts are currently \$4.2 billion above projects (as of August Dept. of Finance Bulletin).

With the multi-year budget solutions and relatively stable revenue picture, the upcoming budget is likely to be constrained in new spending but, if the picture holds, the legislature will likely be able to avoid major cuts to core programs.

## Key Bills Signed & Vetoed by Governor

### **Artificial Intelligence & Privacy**

**AB 1008 (Bauer-Kahan) California Consumer Privacy Act Of 2018: Personal Information.** Clarifies that the California Consumer Privacy Act of 2018 (CCPA) applies to personal information regardless of its format. **Signed - Chapter 802, Statutes of 2024.**

**AB 1836 (Bauer-Kahan) Use of Likeness: Digital Replica.** Establishes a specific cause of action for beneficiaries of deceased celebrities for the unauthorized use of a digital replica of the celebrity in audiovisual works or sound recordings. **Signed - Chapter 258, Statutes of 2024**

**AB 1949 (Wicks) California Consumer Privacy Act Of 2020: Collection Of Personal Information Of A Consumer Less Than 18 Years Of Age.** Amends the California Consumer Privacy Act (CCPA) to prohibit a business from collecting the personal information of a consumer under 18 years of age unless the consumer, or the consumer's parent or guardian if under 13, affirmatively authorizes the collection. **Vetoed**

**AB 2013 (Irwin) Generative Artificial Intelligence: Training Data Transparency.** Requires a developer of a generative artificial intelligence (GenAI) system or service to publicly disclose specific information related to the system or service's training data, except as provided **Signed - Chapter 817, Statutes of 2024**

**AB 2602 (Kaira) Contracts Against Public Policy: Personal Or Professional Services: Digital Replicas.** Addresses the unauthorized use of digital replicas by providing that a provision in an agreement between an individual and any other person for the performance of personal or professional services is unenforceable only as it relates to a new performance. **Signed - Chapter 259, Statutes of 2024**

**AB 2655 (Berman) Defending Democracy from Deepfake Deception Act of 2024.** Requires large online platforms to remove materially deceptive and digitally modified or created content related to elections, or to label that content, during specified periods before and after an election, if the content is reported to the platform, as specified. **Signed - Chapter 261, Statutes of 2024**

**AB 2839 (Pellerin) Elections: Deceptive Media In Advertisements.** Prohibits the distribution of campaign advertisements and other election communications that contain media that has been digitally altered in a deceptive way. **Signed - Chapter 262, Statutes of 2024**

**AB 2885 (Bauer-Kahan) Artificial Intelligence.** Defines "artificial intelligence" to mean an engineered or machine-based system that varies in its level of autonomy and that can, for explicit or implicit objectives, infer from the input it receives how to generate outputs that can influence physical or virtual environments. **Signed - Chapter 843, Statutes of 2024**

**SB 892 (Padilla) Public Contracts: Automated Decision Systems: Procurement Standards.** Requires the California Department of Technology (CDT) to develop and adopt regulations to create an automated decision system (ADS) procurement standard, and prohibits a state agency from procuring ADS, entering into a contract for ADS, or any service that utilizes ADS, until CDT has adopted regulations creating an ADS procurement standard. **Vetoed**

**SB 896 (Dodd) Generative Artificial Intelligence Accountability Act.** Codifies some aspects of the Governor's artificial intelligence (AI) executive order and requires that the use of generative artificial intelligence (GenAI) for state communications be disclosed. **Signed - Chapter 928, Statutes of 2024**

**SB 942 (Becker) California AI Transparency Act.** Requires a covered provider to include a latent disclosure in AI-generated image, video, audio content, or content that is any combination thereof, created by the covered provider's GenAI system that, among other things, to the extent that it is technically feasible and reasonable conveys certain information, either directly or through a link to a permanent internet website, regarding the provenance of the content. **Signed - Chapter 291, Statutes of 2024**

**SB 976 (Skinner) Protecting Our Kids from Social Media Addiction Act.** Prohibits operators of "internet-based services or applications" from providing "addictive feeds," as those terms are defined, to minors without parental consent and from sending notifications to minors at night and during school hours without parental consent. **Signed - Chapter 321, Statutes of 2024**

**SB 1047 (Wiener) Safe and Secure Innovation For Frontier Artificial Intelligence Models Act.** Requires developers of powerful artificial intelligence models and those providing the computing power to train such models to put appropriate safeguards and policies into place to prevent critical harms. **Vetoed**

**SB 1288 (Becker) Public Schools: Artificial Intelligence Working Group.** Requires the Superintendent of Public Instruction (SPI) to convene a working group on artificial intelligence (AI) and requires that working group to develop expanded guidance and a model policy on AI for use by local educational agencies (LEAs) and charter schools. **Signed - Chapter 893, Statutes of 2024.**

**SB 1504 (Stern) Cyberbullying Protection Act.** Amends the Cyberbullying Protection Act by requiring social media platforms to respond to reports of cyberbullying and disclose final determinations. **Signed - Chapter 900, Statutes of 2024**

### **Business & Economic Development**

**SB 1103 (Menjivar) Tenancy of Commercial Real Properties: Agreements: Building Operating Costs.** Extends various notice requirements for lease terminations or rent increases to qualified commercial tenants, and places transparency and proportionality requirements for fees a landlord may charge a qualified commercial tenant to recover building operating costs. **Signed - Chapter 1015, Statutes of 2024.**

**SB 1140 (Caballero) Enhanced Infrastructure Financing District.** Makes a series of changes to the enhanced infrastructure financing district formation process and expands the type of projects that these districts and other similar districts can finance to include projects that improve air quality. **Signed - Chapter 599, Statutes of 2024**

## **Higher Education**

### **AB 810 (Friedman) Hiring Practices: Academic, Athletic, and Administrative Positions.**

Requires institutions of higher education to implement a policy of requiring potential employees for academic, athletic, and administrative positions to disclose whether they have been the subject of a finding of sexual harassment and permits the institutions to contact past employers to inquire whether the applicant had any substantiated allegations of misconduct. **Signed - Chapter 673, Statutes of 2024.**

**AB 1780 (Ting) Legacy and Donor Preference In Admissions: Prohibition.** Prohibits independent higher education institutions from offering admissions preferences based on legacy or donor status after September 1, 2025. **Signed - Chapter 1006, Statutes of 2024**

**AB 1971 (Addis) Administration of Standardized Tests.** Prohibits national assessment providers from selling personal information related to standardized tests, except under specific conditions. **Signed - Chapter 508, Statutes of 2024**

### **AB 2104 (Soria) Community Colleges: Baccalaureate Degree In Nursing Pilot Program.**

Requires the California Community College (CCC) Chancellor's Office to establish, until January 1, 2031, a Community College Baccalaureate Degree in Nursing Pilot Program for purposes of authorizing 10 community college districts (CCDs) nursing programs to offer a Bachelor of Science in Nursing Degree. **Vetoed**

**AB 2193 (Holden) Hazing: Prohibition and Civil Liability.** Beginning January 1, 2026, authorizes a former, current, or prospective student, against whom hazing is directed and who has suffered injury as a result, to commence a civil action against an educational institution under certain conditions. **Signed - Chapter 704, Statutes of 2024**

**AB 2586 (Alvarez) Public Postsecondary Education: Student Employment.** Prohibits the University of California (UC), California State University (CSU), or California Community College (CCC) from disqualifying a student from being hired for an employment position due to their failure to provide proof of federal work authorization, with certain exceptions. **Vetoed**

**AB 2841 (Waldron) Controlled substances: Research Advisory Panel.** Permits the Research Advisory Panel (RAPC) to hold closed sessions for the purpose of discussing, reviewing, and approving research projects concerning cannabis and hallucinogenic drugs in California. **Signed - Chapter 156, Statutes of 2024**

**AB 2925 (Friedman) Prohibition On Discrimination: Training.** Creates a requirement for specific anti-discrimination training or diversity, equity, and inclusion training offered by postsecondary education institutions to include training on how to combat and address discrimination against the five most targeted groups in the state, as defined. **Signed - Chapter 844, Statutes of 2024**

**AB 3116 (Garcia) Density Bonuses: Student Housing Developments.** Makes changes and provides additional benefits to student housing projects under state density bonus law. **Signed - Chapter 432, Statutes of 2024**

### **SB 895 (Roth) Community Colleges: Baccalaureate Degree In Nursing Pilot Program.**

Requires the California Community College (CCC) Chancellor's Office to establish a Community College Baccalaureate Degree in Nursing Pilot Program that would authorize 10 community college districts to offer a Bachelor of Science in Nursing degree. **Vetoed**

**SB 906 (Skinner) Collegiate Athletics: Student Athlete Compensation.** Requires any person or entity that provides compensation or any item of value or service to a student athlete, or to the student athlete's immediate family, to disclose information to the student athlete's postsecondary educational institution (PEI) and requires the postsecondary educational institution (PEI) to make that information publicly available. **Vetoed**

### **Homelessness**

**AB 653 (Reyes) Public Housing Authorities: Reports.** Requires all public housing authorities to report specified data, including their monthly success rates as of the first of each month, to the department beginning on July 1, 2025, and annually thereafter, as specified. **Signed - Chapter 672, Statutes of 2024**

**AB 799 (L. Rivas) Interagency Council On Homelessness: Funding: State Programs.** Requires the California Interagency Council on Homelessness (Cal ICH) to develop a strategic funding guide and a calendar of new or existing funding opportunities, in addition to other changes. **Signed - Chapter 263, Statutes of 2024**

**AB 3093 (Ward) Land Use: Housing Element.** Creates two new income categories, Acutely Low Income (ALI) and Extremely Low Income (ELI), in the Regional Housing Needs Allocation (RHNA) process and throughout Housing Element law. Requires that local jurisdictions comprehensively consider the needs of homeless populations as part of the RHNA process and in their Housing Element planning efforts. This bill is sponsored by Governor Gavin Newsom. **Signed - Chapter 282, Statutes of 2024**

**SB 7 (Blakespear) Regional Housing Need: Determination.** Makes a few technical changes to the regional housing needs determination (RHND) process conducted by the Department of Housing and Community Development (HCD) and the regional housing needs allocation (RHNA) process conducted by HCD or Councils of Governments (COGs). **Signed - Chapter 283, Statutes of 2024**

**SB 1395 (Becker) Shelter Crisis: Low Barrier Navigation Center: Use By Right: Building Standards.** Provides additional exemptions from the California Environmental Quality Act (CEQA) to certain actions regarding homeless shelters and makes changes to several laws governing the creation of certain types of homeless shelters. **Signed - Chapter 297, Statutes of 2024**

### **Housing**

**AB 1413 (Ting) Housing Accountability Act: disapprovals: California Environmental Quality Act.** Establishes a minimum 60-day timeframe in the Housing Accountability Act (HAA) for local agencies to consider objections, comments, and evidence related to determining whether a HAA-protected housing development project is exempt from the California Environmental Quality Act (CEQA). **Signed - Chapter 265, Statutes of 2024**

**AB 1820 (Schiavo) Housing Development Projects: Applications: Fees and Exactions.** Establishes a process through which development proponents can request preliminary project fee and exaction estimates when submitting a preliminary application, and receive a final good faith estimate of all fees and exactions related to the project after final approval, within a specified timeframe. **Signed - Chapter 358, Statutes of 2024**

**AB 1886 (Alvarez) Housing Element Law: Substantial Compliance: Housing Accountability Act** Clarifies that a housing element or amendment is not considered substantially compliant with housing element law until the local agency has adopted a housing element that the Department of Housing and Community Development (HCD) has determined is in substantial compliance with housing element law, as specified. **Signed - Chapter 267, Statutes of 2024**

**AB 1893 (Wicks) Housing Accountability Act: Housing Disapprovals: Required Local Findings.** Amends the Housing Accountability Act (HAA) to revise the standards a housing development project must meet in order to qualify for the “Builder’s Remedy,” which authorizes projects to bypass local development standards in jurisdictions that fail to adopt a substantially compliant housing element. **Signed - Chapter 268, Statutes of 2024**

**AB 2022 (Addis) Mobilehome Parks: Emergency Preparedness.** Adds new requirements to the emergency preparedness plan and emergency procedures that mobilehome park owners or operators must adopt and comply with, to take effect January 1, 2027. **Vetoed**

**AB 2023 (Quirk-Silva) Housing Element: Inventory Of Land: Substantial Compliance: Rebuttable Presumptions.** Creates a rebuttable presumption of invalidity in any legal action challenging a local government's action or failure to act if the Department of Housing and Community Development (HCD) finds that the action or failure to act does not substantially comply with the local government's adopted housing element or housing element obligations, among other changes. **Signed - Chapter 269, Statutes of 2024**

**AB 2199 (Berman) California Environmental Quality Act: exemption: residential or mixed-use housing projects.** Extends the January 1, 2025, sunset on the California Environmental Quality Act (CEQA) exemption for multi-family residential and mixed-use housing projects on infill sites in unincorporated areas until January 1, 2032, and excludes projects that may cause a substantial adverse impact to tribal cultural resources. **Signed - Chapter 271, Statutes of 2024**

**AB 2243 (Wicks) Housing Development projects: Affordability and Site Criteria.** Expands and modifies the provisions of the Affordable Housing and High Road Jobs Act (Act) of 2022 and the Middle Class Housing Act of 2022. **Signed - Chapter 272, Statutes of 2024**

**AB 2430 (Alvarez) Planning And Zoning: Density Bonuses: Monitoring Fees.** Prohibits a city, county, or city and county from charging a monitoring fee on a 100% affordable housing development using State Density Bonus Law (DBL) to ensure the continued affordability required under DBL and any applicable local inclusionary housing ordinance if the units in the development are subject to a regulatory monitoring agreement. **Signed - Chapter 273, Statutes of 2024**

**AB 2597 (Ward) Planning and Zoning: Revision of Housing Element: Regional Housing Need Allocation Appeals: Southern California Association of Government.** Amends the timeline for local governments to appeal proposed regional housing needs allocation (RHNA) plans and revises the statutory housing element adoption deadline for jurisdictions within the Southern California Association of Governments (SCAG) by providing an additional six months to Los Angeles and Imperial Counties and jurisdictions within those counties. **Signed - Chapter 732, Statutes of 2024**

**AB 2667 (Santiago) Affirmatively Furthering Fair Housing: Housing Element: Reporting.** Requires the assessment of fair housing in a jurisdiction to be completed before the planning agency makes its first draft revision of a housing element available for public comment; Requires a local government to make a draft of its inventory of sites available to HCD and the public and post the draft inventory on its website at least 90 days prior to the adoption of a revision of its housing element for the seventh and each subsequent revision. **Signed- Chapter 277, Statutes of 2024**

**AB 2672 (Petrie-Norris) California Alternate Rates For Energy Program: Public Housing Authority Owned Or Administered Homekey Housing Facilities.** Requires the California Public Utilities Commission (CPUC) to extend the low-income utility assistance rate program, California Alternate Rates for Energy (CARE), to include public housing authority owned or administered Homekey housing facilities. **Signed - Chapter 732, Statutes of 2024**

**AB 3012 (Grayson) Development Fees: Fee Schedule Template: Fee Estimate Tool.** Requires cities and counties to make available on their internet websites a fee estimate tool that the public can use to calculate an estimate of fees and exactions for a proposed housing development and requires the Department of Housing and Community Development (HCD) to create a fee schedule template and a list of best practices. **Signed - Chapter 752, Statutes of 2024**

**SB 312 (Weiner) California Environmental Quality Act: University Housing Development Projects: Exemption.** Relaxes several conditions attached to the California Environmental Quality Act (CEQA) exemption for public university housing projects established by SB 886 (Wiener; 2022). **Signed - Chapter 284, Statutes of 2024**

**SB 450 (Atkins) Housing Development: Approvals.** Amends the process established by SB 9 (Atkins), Chapter 162, Statutes of 2021 for the ministerial approval by a local agency of a duplex in a single-family zone and the lot split of a parcel zoned for residential use into two parcels. **Signed - Chapter 286, Statutes of 2024**

**SB 937 (Wiener) Development Projects: Fees and Charges.** Makes various changes to the process for local agencies to collect development impact fees. **Signed - Chapter 290, Statutes of 2024**

**SB 1037 (Weiner) Planning And Zoning: Housing Element: Enforcement.** Creates new legal remedies that can be used by the Attorney General (AG) to enforce the adoption of housing element revisions or to enforce any state law that requires a local government to ministerially approve any planning or permitting application related to a housing development project. **Signed - Chapter 293, Statutes of 2024**

**SB 1123 (Caballero) Planning and Zoning: Subdivisions: Ministerial Review.** Requires local agencies to ministerially approve the subdivision of vacant, single- family lots to allow for up to 10 units. **Signed - Chapter 294, Statutes of 2024**

**SB 1211 (Skinner) Land Use: Accessory Dwelling Units: Ministerial Approval.** Increases the allowable detached accessory dwelling units (ADUs) on a lot with an existing multifamily

dwelling from no more than two detached ADUs, to no more than eight detached ADUs. **Signed - Chapter 296, Statutes of 2024**

### **K-12 Education**

**AB 1955 (Ward) Support Academic Futures and Educators for Today’s Youth Act.** Prohibits an employee or contractor from being required to disclose any information related to a student's sexual orientation, gender identity, or gender expression to any other person without the student's consent; Prohibits public schools from enacting or enforcing any policy requiring an employee or contractor to disclose any information related to a student's sexual orientation, gender identity, or gender expression, without the student's consent; and requires that any such policy be invalid. **Signed - Chapter 95, Statutes of 2024**

**AB 2088 (McCarty) K–14 Classified Employees: Part-Time Or Full-Time Vacancies.** Establishes a statutory right of first refusal to current regular non-probationary classified employees (CRNCEs) of school districts relating to part-time and full-time vacant positions. **Vetoed**

**AB 2473 (Education Committee) Teacher Credentialing Authorizations.** Allows credential holders to earn supplementary authorizations through recognized methods of demonstrating subject matter competence; Requires the Commission on Teacher Credentialing (CTC) to issue supplementary authorizations to out-of-state teachers for any commonly taught subjects. **Signed - Chapter 831, Statutes of 2024**

**AB 2876 (Berman) Media Literacy: Artificial Intelligence Literacy: Curriculum Frameworks: Instructional Materials.** Requires the Instructional Quality Commission (IQC) to consider artificial intelligence (AI) literacy to be included in the mathematics, science, and history-social science curriculum frameworks and instructional materials. **Signed - Chapter 927, Statutes of 2024**

**AB 3216 (Hoover) Pupils: Use of Smartphones.** Requires a governing board of a local educational agency (LEA), county office of education (COE), or a charter school no later than July 1, 2026, to develop, adopt, and update every five years a policy to limit or prohibit the use by its pupils of smartphones. **Signed - Chapter 500, Statutes of 2024**

**SB 872 (Min) Pupil enrollment: Class Size.** Requires the California Department of Education (CDE) to publish a report annually on its website on the average class sizes in public schools. **Signed - Chapter 614, Statutes of 2024**

**SB 1263 (Newman) Teacher Credentialing: Teaching Performance Assessment: Workgroup.** Requires the Commission on Teacher Credentialing (CTC) to convene a workgroup in 2025 to assess current design and implementation of the teacher performance assessment (TPA) and report recommendations to the Legislature. **Signed - Chapter 889, Statutes of 2024**



**SB 1283 (Stern) Pupils: use of social media.** Authorizes a school district, a county board of education, or a charter school to adopt a policy to limit or prohibit students from using social media while at a school site or under the supervision and control of an employee. **Signed - Chapter 891, Statutes of 2024**

**SB 1391 (Rubio) Teachers: Preparation and Retention Data.** Requires the Office of Cradle-to-Career (C2C) Data (managing entity) to create a teacher training and retention dashboard within the C2C data system by January 1, 2026. **Vetoed**

**SB 1504 (Stern) Cyberbullying Protection Act.** Amends the Cyberbullying Protection Act by requiring social media platforms to respond to reports of cyberbullying and disclose final determinations. This bill authorizes the parents or legal guardians of minors, or school administrators, who report violations, to bring civil actions for those violations and increases the applicable penalty. **Signed - Chapter 900, Statutes of 2024**

**Labor & Employment**

**AB 2561 (McKinnor) Local Public Employees: Vacant Positions.** Requires certain actions by local public agencies and provides certain entitlements to recognized employee organizations relating to employment vacancies, recruitment, and retention efforts. **Signed - Chapter 409, Statutes of 2024**

**SB 399 (Wahab) Employer Communications: Intimidation.** Prohibits an employer from subjecting, or threatening to subject, an employee to discharge, discrimination, retaliation because the employee declines to attend an employer-sponsored meeting or affirmatively declines to participate in, receive, or listen to any communications with the employer or its agents or representatives, the purpose of which is to communicate the employer's opinion about religious or political matters. **Signed - Chapter 670, Statutes of 2024**

**Local Government**

**AB 98 (Carrillo) Planning and Zoning: Logistics Use: Truck Routes.** Prohibits, commencing January 1, 2026, cities and counties from approving new or expanded logistics uses unless they meet specified standards, requires cities and counties to update their circulation elements to include truck routes, and imposes study requirements on the South Coast Air Quality Management District (AQMD). **Signed - Chapter 931, Statutes of 2024**

**AB 1775 (Haney) Cannabis: Retail Preparation, Sale, and Consumption of Noncannabis Food And Beverage Products.** Authorizes local jurisdictions to allow cannabis retailers to prepare and serve non-cannabis food and beverages, and to sell tickets to live musical or other performances, in the area of the premises where consumption of cannabis and cannabis goods is authorized. **Signed - Chapter 1004, Statutes of 2024**

**AB 1889 (Friedman) Conservation Element: Wildlife And Habitat Connectivity.** Requires the conservation element of a local general plan to consider the impact of development on the movement of wildlife and habitat connectivity. Requires a city or county, upon the next revision of one or more general plan elements on or after January 1, 2028, to update the conservation element to, among other things, identify and analyze wildlife passage features to ensure that planned development does not undermine the effectiveness of those features. **Signed - Chapter 686, Statutes of 2024**

**AB 2302 (Addis) Open Meetings: Local Agencies: Teleconferences.** Revises the number of meetings that a member of a legislative body may attend remotely participate remotely for “just cause” and “emergency circumstances” without noticing their teleconference location or making that location public; Changes the definition of a “meeting” for purposes of counting how many times a member uses their teleconference flexibility to include any number of meetings of a legislative body that begin on the same calendar day. **Signed - Chapter 389, Statutes of 2024**

**AB 2715 (Boerner) Ralph M. Brown Act: Closed Sessions.** Allows a legislative body to discuss a threat to critical infrastructure controls or critical infrastructure information relating to cybersecurity during a closed session. **Signed - Chapter 243, Statutes of 2024**

**AB 2854 (Irwin) Bradley-Burns Uniform Local Sales and Use Tax Law.** Requires cities and counties to annually provide specific information to the California Department of Tax and Fee Administration (CDTFA) and on their website relating to each agreement that results in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns sales and use tax (SUT) revenues. **Signed - Chapter 842, Statutes of 2024**

**AB 2904 (Quirk-Silva) Zoning Ordinances: Notice.** Requires local governments to provide at least 20 days notice before the required public hearing on a proposed zoning ordinance or amendment to the zoning ordinance, if the proposed ordinance or amendment affects the permitted uses of real property. **Signed - Chapter 747, Statutes of 2024**

**AB 3233 (Addis) Oil And Gas: Operations: Restrictions: Local Authority.** Authorizes a local entity, by ordinance, to limit or prohibit oil and gas operations or development in its jurisdiction, notwithstanding any other law or any notice of intention, supplemental notice, well stimulation permit, or similar authorization issued by the supervisor or district deputy. **Signed - Chapter 550, Statutes of 2024**

**SB 549 (Newman) Gaming: Tribal Nations Access To Justice Act.** Authorizes a California Indian tribe to bring an action in superior court against a cardroom and third party providers seeking a declaration as to whether a controlled game operated by a cardroom and banked by a third-party provider constitutes a banking card game that violates state law. **Signed - Chapter 860, Statutes of 2024**

**SB 969 (Wiener) Alcoholic Beverages: Entertainment Zones: Consumption.** Authorizes specified licensees to allow consumers to leave the licensed premises with open containers of alcoholic beverages for consumption off the premises within an entertainment zone. **Signed - Chapter 869, Statutes of 2024**

#### **Natural Resources, Energy & Environment**

**SB 219 (Wiener) Greenhouse Gases: Climate Corporate Accountability: Climate-Related Financial Risk.** Delays the requirement that the California Air Resources Board (CARB) adopt regulations implementing SB 253 (Wiener, Chapter 382, Statutes of 2023) until July 1, 2025; allows for consolidation of reports at the parent company level; requires that the reporting entity publicly disclose its Scope 3 emissions on a schedule specified by CARB, rather than no later than 180 days after its Scope 1 emissions and Scope 2 emissions are publicly disclosed. **Signed - Chapter 766, Statutes of 2024**

**SB 1053 (Blakespear) Carryout Bag Prohibition.** Eliminates the exemption of thicker plastic film bags from the state’s single-use bag ban. Stipulates that only recycled paper bags are permitted to be sold at point of sale. **Signed - Chapter 453, Statutes of 2024**

**SB 1420 (Caballero) Hydrogen Production Facilities: Certification and Environmental Review.** Adds hydrogen production facilities and onsite storage and processing facilities, as specified, to the types of facilities that existing law makes eligible for centralized permitting and expedited review under the California Environmental Quality Act (CEQA). **Signed - Chapter 608, Statutes of 2024**

### **Public Safety**

**AB 1978 (Sanchez) Vehicles: Speed Contests.** Authorizes a peace officer to impound a vehicle without taking the driver into custody for obstructing or placing a barricade upon a highway, or an off-street parking facility for the purpose of facilitating or aiding a speed contest or exhibition of speed. **Signed - Chapter 501, Statutes of 2024**

**AB 2186 (Wallis) Vehicles: Impoundment.** Authorizes a peace officer to remove and seize a motor vehicle used in an exhibition of speed in an off-street parking facility for no more than 30 days. **Signed - Chapter 502, Statutes of 2024**

**SB 1414 (Grove) Crimes: Solicitation of a Minor.** Increases the punishment for the crime of solicitation (asking for a sex act in exchange for something of value) of a minor under the age of 16, or a minor under the age of 18 who is a victim of human trafficking, and requires a person convicted of soliciting a minor who has a prior conviction of soliciting a minor to register as a sex offender if the person was more than 10 years older than the minor at the time of the offense. **Signed - Chapter 617, Statutes of 2024**

### **Retail Theft**

The most pressing public safety issue facing the Legislature this year was how to address the retail theft crisis. Legislative leadership and the Governor came to a deal on a series of bills aimed at combating retail theft across the state, which included a lot of political maneuvering with concerns from some members of the Assembly and Senate Democratic Caucus. However, the series of bills were ultimately passed and signed by the Governor in August. The final remaining bill in the package (AB 1960; Rivas), which adds enhanced penalties for theft or property damage over \$50,000, was signed by the Governor on September 12.

For a full list of the retail theft bills, please [click here](#).

### **Transportation**

**AB 2669 (Ting) Toll Bridges: Tolls.** Prohibits tolls being imposed on the passage of a pedestrian, a bicycle or a personal mobility device over any bridge on which tolls are imposed on motor vehicles that is under the jurisdiction of a district or any state owned bridge or any bridge that is part of the state highway system pursuant to a franchise agreement. **Signed - Chapter 731, Statutes of 2024**

**SB 689 (Blakespear) Local Coastal Program: Bicycle Lane: Amendment.** Provides that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway shall not require a traffic study for a coastal development permit or an amendment to a local coastal program. **Signed - Chapter 445, Statutes of 2024**

**SB 768 (Caballero) California Environmental Quality Act: Department of Housing and Community Development: Vehicle Miles Traveled: Study.** Requires the Department of

Housing and Community Development (HCD) to study how vehicle miles traveled (VMT) is used as a metric for measuring transportation impacts of housing projects pursuant to the California Environmental Quality Act (CEQA). **Signed - Chapter 773, Statutes of 2024**

**SB 960 (Wiener) Transportation: Planning: Complete Streets Facilities: Transit Priority Facilities.** Requires Caltrans to include complete streets assets in its asset management plan, system highway management plan, and in the plain language performance report for the state highway operation and protection program (SHOPP); Requires Caltrans to develop and adopt transit priority policy and guidelines; Requires Caltrans to commit to specific 4-year targets to incorporate complete streets facilities in the SHOPP. **Signed - Chapter 630, Statutes of 2024**

**SB 961 (Weiner) Vehicles: Safety Equipment.** Requires, beginning with the 2030 model year, every passenger vehicle, motor truck, and bus manufactured, sold as new, or leased as new in the state to be equipped with a passive intelligent speed assistance system that provides a brief one-time signal to alert a driver each time they exceed the speed limit by more than ten miles per hour. **Vetoed**

**SB 1193 (Menjivar) Airports: Leaded Aviation Gasoline.** Prohibits an airport operator or aviation retail establishment from selling, distributing, or making available leaded aviation gasoline (avgas) on or after January 1, 2031. **Signed - Chapter 460, Statutes of 2024**

**SB 1216 (Blakespear) Transportation Projects: Class III Bikeways: Prohibition.** Prohibits an agency from installing a class III bikeway or sharrow on a highway that has a posted speed limit greater than 30 mph and would prohibit funds appropriated for the Active Transportation Program from being allocated to a project that creates a class III bikeway on a highway with a design speed greater than 25 mph. **Signed - Chapter 788, Statutes of 2024**

**SB 1271 (Min) Electric Bicycles, Powered Mobility Devices, and Storage Batteries.** Prohibits a person from selling, leasing, renting or offering for sale, lease or rent an electric bicycle (e-bike) unless the battery has been tested by an accredited testing laboratory for compliance with certain standards and modifies the definition of an e-bike. **Signed - Chapter 791, Statutes of 2024**

**SB 1509 (Stern) Negligent Operator Treatment (NOT) In California Act.** Makes it a violation to exceed the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit of 55 miles per hour or less. **Vetoed**

#### Water

**AB 460 (Bauer-Kahan) State Water Resources Control Board: Water Rights And Usage: Civil Penalties.** Increases penalties for violations of cease and desist orders and curtailment orders issued by the State Water Resources Control Board (State Water Board) and requires the State Water Board to annually adjust all civil and administrative penalties based on inflation beginning January 1, 2026. **Signed - Chapter 342, Statutes of 2024**

**AB 828 (Connolly) Sustainable Groundwater Management: Managed Wetlands.** Requires a groundwater sustainability plan (GSP) to include, among other things, the plan's water supply and economic impacts on managed wetlands and small community water systems serving disadvantaged communities. **Vetoed**

**AB 1827 (Papan) Local Government: Fees And Charges: Water: Higher Consumptive Water Parcels.** Provides that fees or charges for property-related water service imposed or increased pursuant to the California Constitution may include the incrementally higher costs of water service. **Signed - Chapter 359, Statutes of 2024**

**AB 2257 (Wilson) Local Government: Property-Related Water And Sewer Fees And Assessments: Remedies.** Establishes a procedure whereby a ratepayer must exhaust all administrative remedies to contest a new or increased fee or assessment in order for that ratepayer to be eligible to bring a lawsuit contesting the fee or assessment. **Signed - Chapter 561, Statutes of 2024**

**SB 366 (Caballero) California Water Plan: Long-Term Supply Targets.** Requires the Department of Water Resources (DWR) to develop a long-term water supply planning target for 2050, establishes an interim target to develop an additional 9 million acre-feet of water, and requires that each plan update includes certain specified components. **Vetoed**

**SB 1072 (Padilla) - Local government: Proposition 218: remedies**

Requires a local agency, if a court determines that a fee or charge for a property-related service, violates Proposition 218, to credit the amount of the fee or charge attributable to the violation against the amount of the revenues required to provide the property-related service, unless a refund is explicitly provided for by statute. **Signed - Chapter 323, Statutes of 2024**

**SB 1156 (Hurtado) Groundwater Sustainability Agencies: Conflicts Of Interest: Financial Interest Disclosures.** Requires members of the board of directors and the executive of a groundwater sustainability agency, as defined by the bill, to file statements of economic interests with the Fair Political Practices Commission. **Signed - Chapter 458, Statutes of 2024**

**SB 1147 (Portantino) - Drinking water: microplastics levels**

Requires the Office of Environmental Health Hazard Assessment (OEHHA) to study the health effects of microplastics in drinking and bottled water to evaluate toxicity characteristics and levels of microplastics in water that are not anticipated to cause or contribute to adverse health effects, or to identify data gaps that would need to be addressed to establish those levels.. Authorizes the State Water Resources Control Board, after taking into consideration the findings of the report, to request that OEHHA prepare and publish a public health goal for microplastics in drinking water. **Signed - Chapter 881, Statutes of 2024**



CRUZ STRATEGIES

## State Advocacy Key New California Laws

October 2024

### Bills By the Numbers

2,500+ Introduced

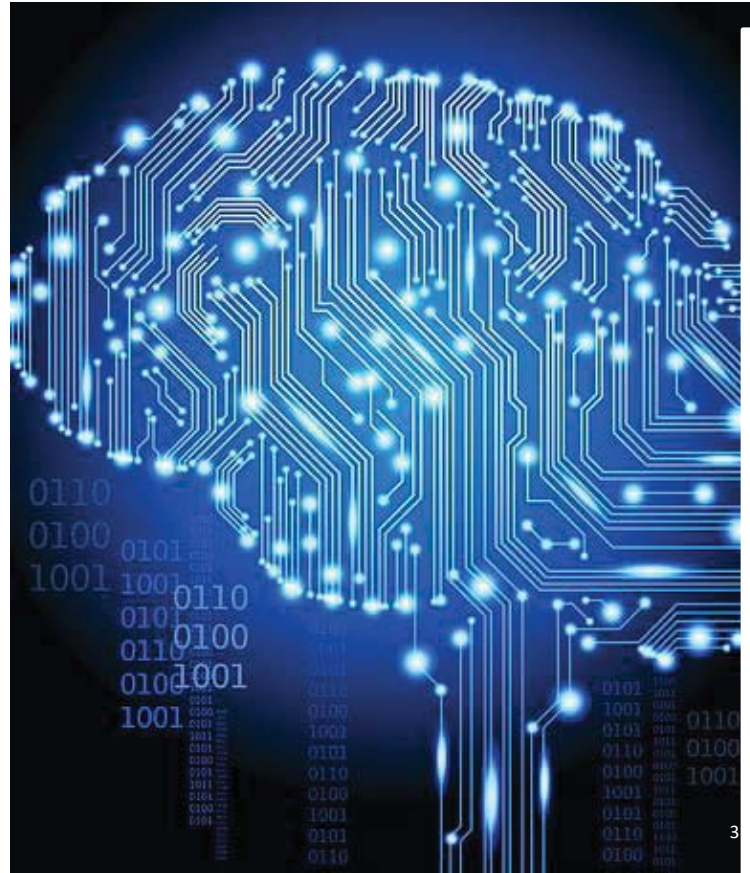
1,206 Passed

1,017 Signed

15% Vetoed

# Artificial Intelligence

- **AB 1836 (Bauer-Kahan) Use of Likeness: Digital Replica.** Establishes a specific cause of action for beneficiaries of deceased celebrities for the unauthorized use of a digital replica of the celebrity in audiovisual works or sound recordings.
- **AB 2013 (Irwin) Generative Artificial Intelligence: Training Data Transparency.** Requires a developer of a generative artificial intelligence (GenAI) system or service to publicly disclose specific information related to the system or service's training data
- **AB 2885 (Bauer-Kahan) Artificial Intelligence.** Defines "artificial intelligence" to mean an engineered or machine-based system that varies in its level of autonomy and that can, for explicit or implicit objectives, infer from the input it receives how to generate outputs that can influence physical or virtual environments

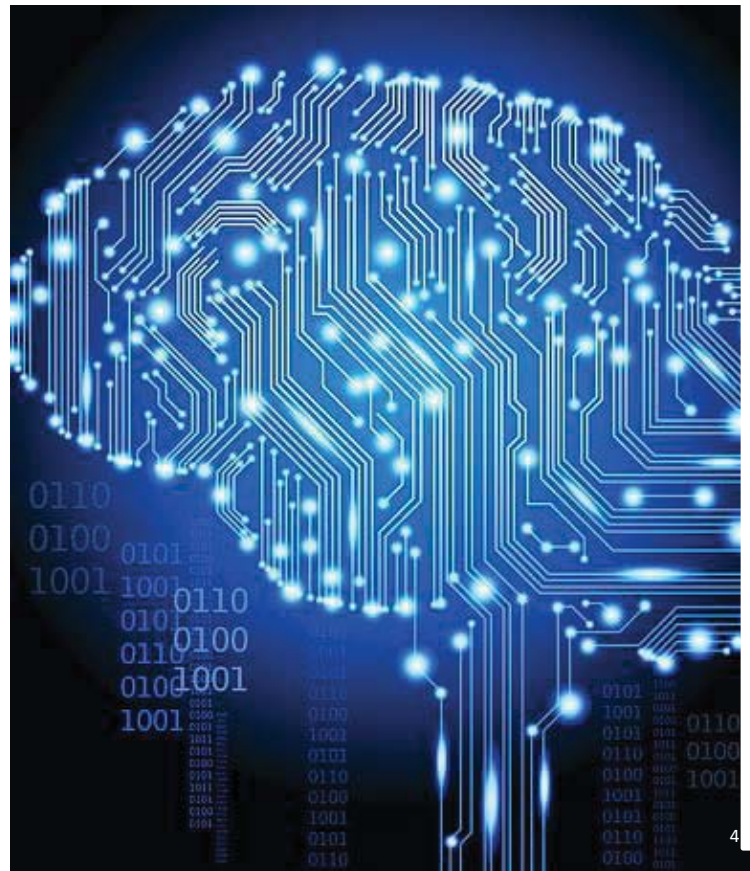


Attachment: Cruz Strategies - 2024 New Laws Briefing (November 2024 State and Federal Legislative Update)

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# Artificial Intelligence

- **SB 896 (Dodd) Generative Artificial Intelligence Accountability Act.** Codifies aspects of the Governor's artificial intelligence (AI) executive order and requires that the use of generative artificial intelligence (GenAI) for state communications be disclosed.
- **SB 942 (Becker) California AI Transparency Act.** Requires a covered provider to include a latent disclosure in AI-generated images, videos, or audio content created by the provider's GenAI system that conveys information regarding the provenance of the content.



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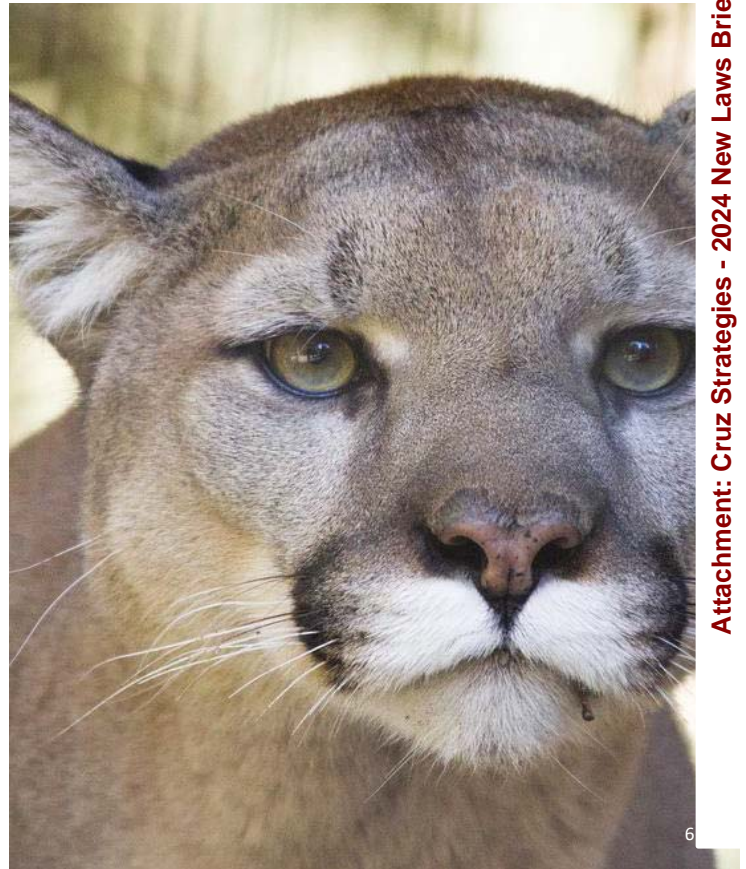
## Business & Economic Development

- **SB 1103 (Menjivar) Tenancy of Commercial Real Properties: Agreements: Building Operating Costs.** Extends various notice requirements for lease terminations or rent increases to qualified commercial tenants, and places transparency and proportionality requirements for fees a landlord may charge a qualified commercial tenant to recover building operating costs.
- **SB 1140 (Caballero) Enhanced Infrastructure Financing District.** Makes a series of changes to the enhanced infrastructure financing district formation process and expands the type of projects that these districts and other similar districts can finance to include projects that improve air quality.



## Energy & Environment

- **AB 1889 (Friedman) Conservation Element: Wildlife And Habitat Connectivity.** Requires the conservation element of a local general plan to consider the impact of development on the movement of wildlife and habitat connectivity. Requires, upon the next revision of one or more general plan elements on or after January 1, 2028, to update the conservation element to identify wildlife passage features to ensure that planned development does not undermine the effectiveness of those features
- **SB 219 (Wiener) Greenhouse Gases: Climate Corporate Accountability: Climate-Related Financial Risk.** Delays the requirement that the California Air Resources Board adopt regulations implementing SB 253 (Wiener, Chapter 382, Statutes of 2023) until July 1, 2025; requires that the reporting entity publicly disclose its Scope 3 emissions on a schedule specified by CARB.





## Energy & Environment

- **SB 1053 (Blakespear) Carryout Bag Prohibition.** Eliminates the exemption of thicker plastic film bags from the state's single-use bag ban. Stipulates that only recycled paper bags are permitted to be sold at point of sale.
- **SB 1420 (Caballero) Hydrogen Production Facilities: Certification and Environmental Review.** Adds hydrogen production facilities and onsite storage and processing facilities, as specified, to the types of facilities that existing law makes eligible for centralized permitting and expedited review under the California Environmental Quality Act (CEQA).



CRUZ STRATEGIES

## K-12 Education

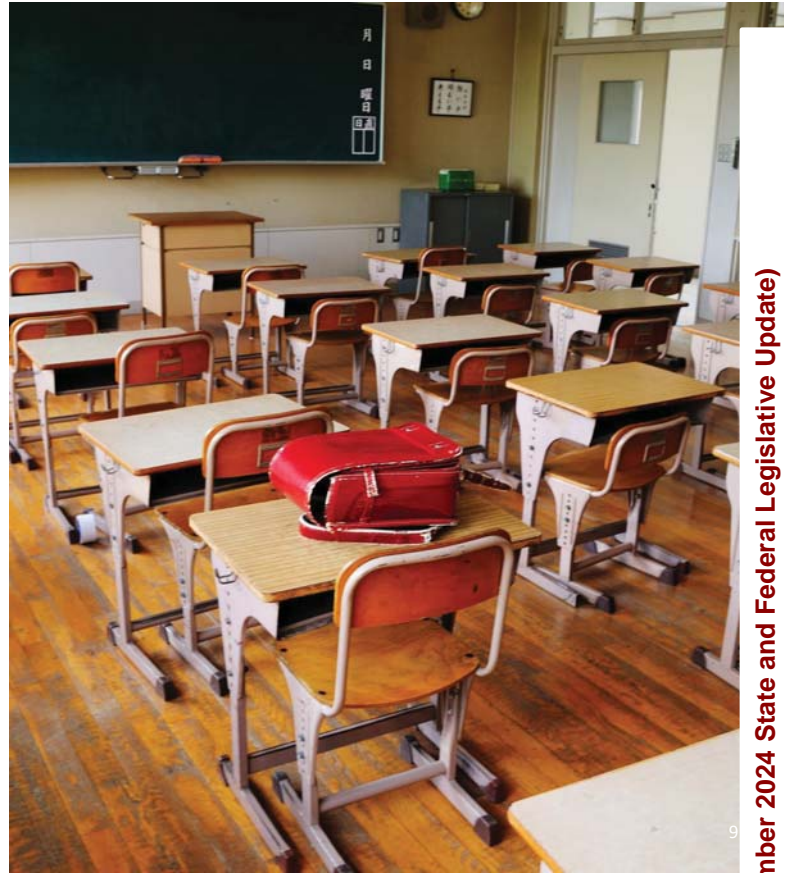
- **AB 2473 (Education Committee) Teacher Credentialing Authorizations.** Allows credential holders to earn supplementary authorizations through recognized methods of demonstrating subject matter competence; Requires the Commission on Teacher Credentialing (CTC) to issue supplementary authorizations to out-of-state teachers for any commonly taught subjects.
- **AB 3216 (Hoover) Pupils: Use of Smartphones.** Requires schools by July 1, 2026, to adopt a policy to limit or prohibit the use by its pupils of smartphones.
- **SB 1263 (Newman) Teacher Credentialing: Teaching Performance Assessment: Workgroup.** Requires the Commission on Teacher Credentialing (CTC) to convene a workgroup in 2025 to assess current design and implementation of the teacher performance assessment (TPA) and report recommendations to the Legislature.



CRUZ STRATEGIES

# K-12 Education

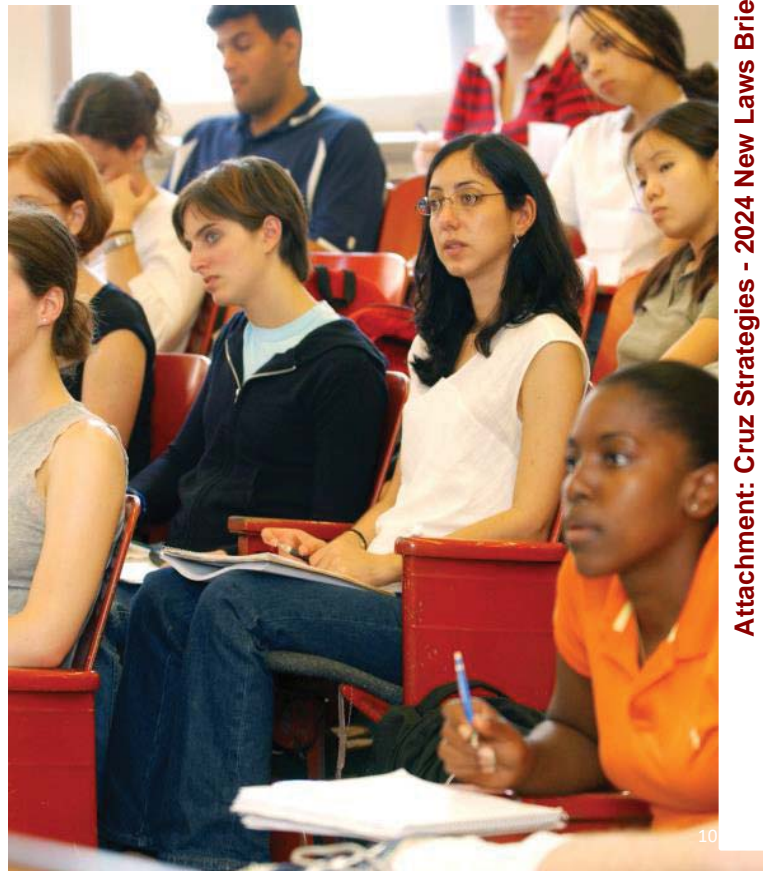
- **AB 1955 (Ward) Support Academic Futures and Educators for Today’s Youth Act.** Prohibits public schools from enacting or enforcing any policy requiring an employee or contractor to disclose any information related to a student's sexual orientation, gender identity, or gender expression, without the student's consent.
- **SB 872 (Min) Pupil enrollment: Class Size.** Requires the California Department of Education (CDE) to publish a report annually on its website on the average class sizes in public schools.
- **SB 1283 (Stern) Pupils: use of social media.** Authorizes a school district, a county board of education, or a charter school to adopt a policy to limit or prohibit students from using social media while at a school site or under the supervision and control of an employee



Attachment: Cruz Strategies - 2024 New Laws Briefing (November 2024 State and Federal Legislative Update)

# Higher Education

- **AB 810 (Friedman) Hiring Practices: Academic, Athletic, and Administrative Positions.** Requires institutions to implement a policy of requiring potential employees for academic, athletic, and administrative positions to disclose whether they have been the subject of a finding of sexual harassment and permits the institutions to contact past employers to inquire whether the applicant had any substantiated allegations of misconduct.
- **AB 1780 (Ting) Legacy and Donor Preference In Admissions: Prohibition.** Prohibits independent higher education institutions from offering admissions preferences based on legacy or donor status after September 1, 2025.
- **AB 2193 (Holden) Hazing: Prohibition and Civil Liability.** Beginning January 1, 2026, authorizes a former, current, or prospective student, against whom hazing is directed and who has suffered injury as a result, to commence a civil action against an educational institution under certain conditions.



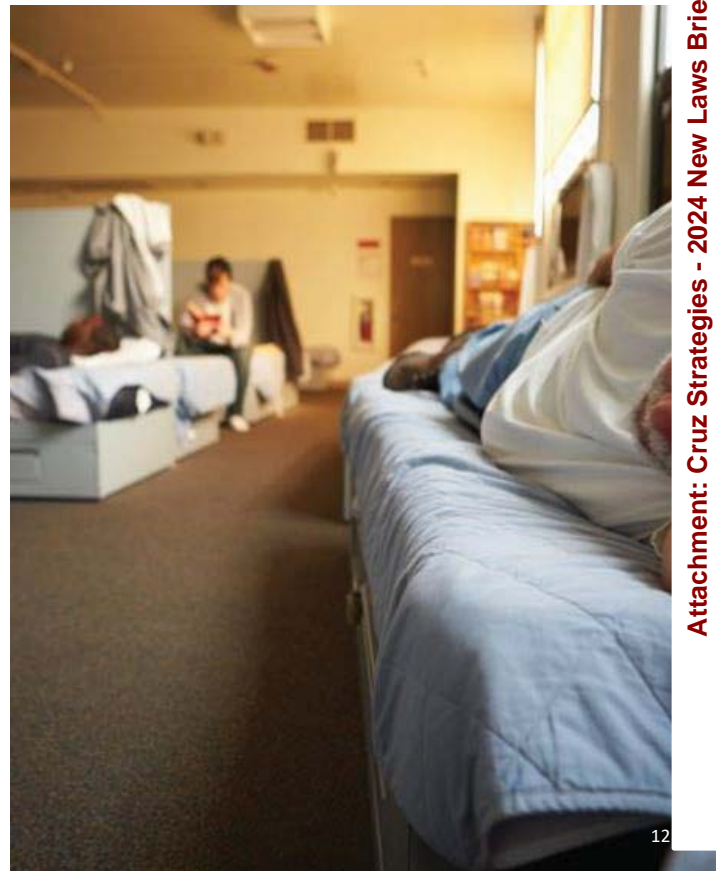
# Higher Education

- **AB 2925 (Friedman) Prohibition On Discrimination: Training.** Creates a requirement for specific anti-discrimination training or diversity, equity, and inclusion training offered by postsecondary education institutions to include training on how to combat and address discrimination against the five most targeted groups in the state.
- **AB 3116 (Garcia) Density Bonuses: Student Housing Developments.** Makes changes and provides additional benefits to student housing projects under state density bonus law.



# Homelessness

- **AB 799 (L. Rivas) Interagency Council On Homelessness: Funding: State Programs.** Requires the California Interagency Council on Homelessness (Cal ICH) to develop a strategic funding guide and a calendar of new or existing funding opportunities.
- **AB 3093 (Ward) Land Use: Housing Element.** Creates two new income categories, Acutely Low Income (ALI) and Extremely Low Income (ELI), in the Regional Housing Needs Allocation (RHNA) process and throughout Housing Element law. Requires that local jurisdictions comprehensively consider the needs of homeless populations as part of the RHNA process and in their Housing Element planning efforts.
- **SB 1395 (Becker) Shelter Crisis: Low Barrier Navigation Center: Use By Right: Building Standards.** Provides additional exemptions from the California Environmental Quality Act (CEQA) to certain actions regarding homeless shelters and makes changes to several laws governing the creation of certain types of homeless shelters.



# Housing

- **AB 1886 (Alvarez) Housing Element Law: Substantial Compliance: Housing Accountability Act** Clarifies that a housing element or amendment is not considered substantially compliant with housing element law until the local agency has adopted a housing element that the Department of Housing and Community Development (HCD) has determined is in substantial compliance with housing element law.
- **AB 1893 (Wicks) Housing Accountability Act: Housing Disapprovals: Required Local Findings.** Amends the Housing Accountability Act (HAA) to revise the standards a housing development project must meet in order to qualify for the **“Builder’s Remedy.”**
- **AB 2243 (Wicks) Housing Development projects: Affordability and Site Criteria.** Expands and modifies the provisions of the Affordable Housing and High Road Jobs Act (Act) of 2022 and the Middle Class Housing Act of 2022



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# Housing

- **AB 2667 (Santiago) Affirmatively Furthering Fair Housing: Housing Element.** Requires the assessment of fair housing to be completed *before* the planning agency makes its first draft revision of a housing element available for public comment; Requires a local government to make a draft of its inventory of sites available to HCD and the public at least 90 days prior to the adoption of a revision of its housing element.
- **SB 450 (Atkins) Housing Development: Approvals.** Amends the process established by SB 9 (Atkins) for the ministerial approval of a duplex in a single-family zone and the lot split of a parcel zoned for residential use into two parcels.
- **SB 937 (Wiener) Development Projects: Fees and Charges.** Makes various changes to the process for local agencies to collect development impact fees.



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# Housing

- **SB 1037 (Weiner) Planning And Zoning: Housing Element: Enforcement.** Creates new legal remedies that can be used by the Attorney General to enforce the adoption of housing element revisions or to enforce any state law that requires a local government to ministerially approve any planning or permitting application related to a housing development project
- **SB 1123 (Caballero) Planning and Zoning: Subdivisions: Ministerial Review.** Requires local agencies to ministerially approve the subdivision of vacant, single- family lots to allow for up to 10 units.
- **SB 1211 (Skinner) Land Use: Accessory Dwelling Units: Ministerial Approval.** Increases the allowable detached accessory dwelling units (ADUs) on a lot with an existing multifamily dwelling from no more than two detached ADUs, to
  - more than eight detached ADUs.

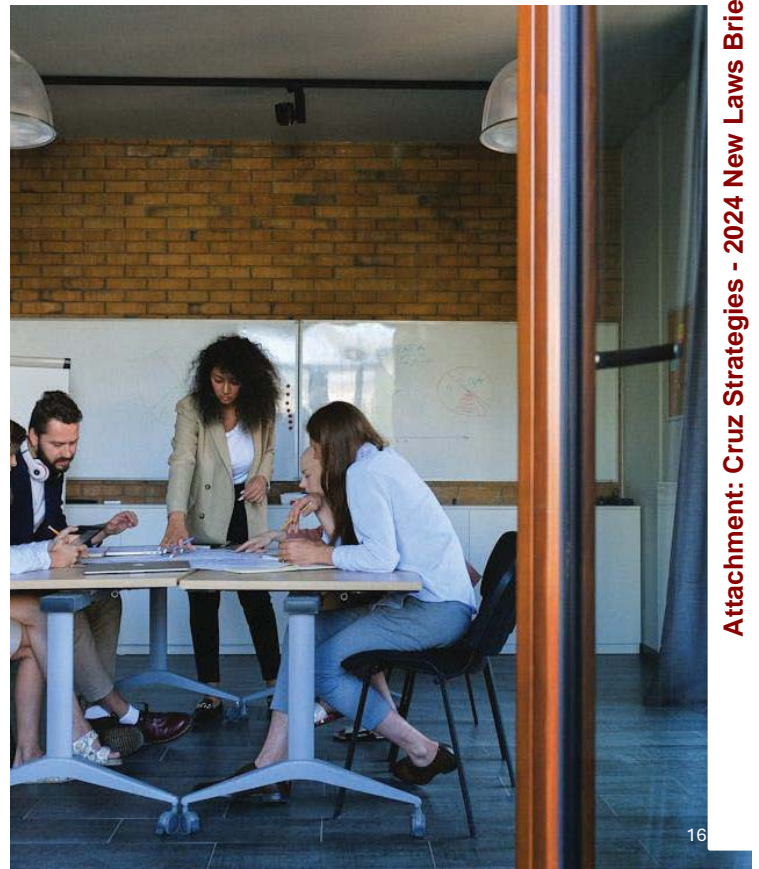


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# Labor & Employment

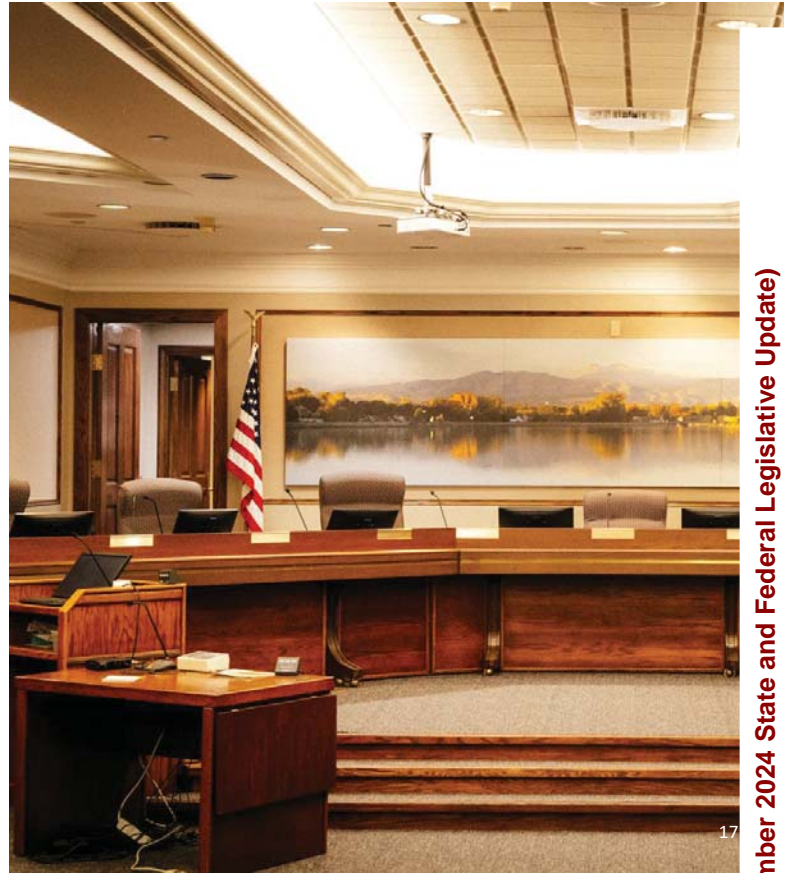
- **AB 2561 (McKinnor) Local Public Employees: Vacant Positions.** Requires certain actions by local public agencies and provides certain entitlements to recognized employee organizations relating to employment vacancies, recruitment, and retention efforts.
- **SB 399 (Wahab) Employer Communications: Intimidation.** Prohibits an employer from subjecting, or threatening to subject, an employee to discharge, discrimination, or retaliation because the employee declines to participate in, receive, or listen to any communications on an employer's opinion about religious or political matters



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# Local Government

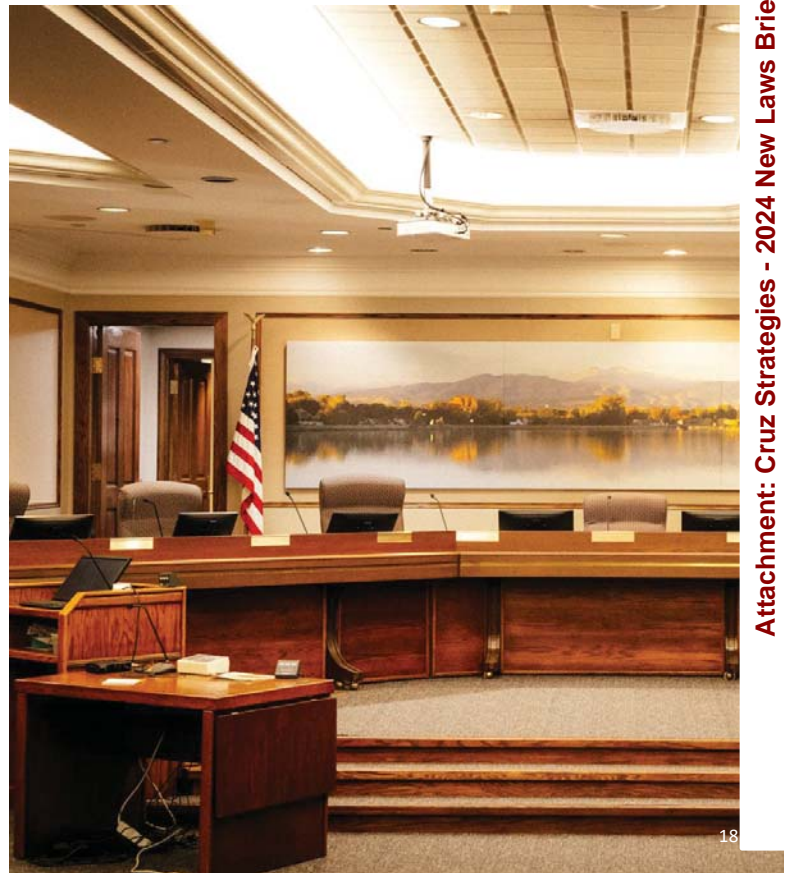
- **AB 98 (Carrillo) Planning and Zoning: Logistics Use: Truck Routes.** Prohibits, commencing January 1, 2026, cities and counties from approving new or expanded logistics uses unless they meet specified standards, requires cities and counties to update their circulation elements to include truck routes.
- **AB 1775 (Haney) Cannabis: Retail Consumption of Noncannabis Food And Beverage Products.** Authorizes local jurisdictions to allow cannabis retailers to prepare and serve non-cannabis food and beverages, and to sell tickets to live musical or other performances, on the premises where consumption of cannabis and cannabis goods is authorized.



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# Local Government

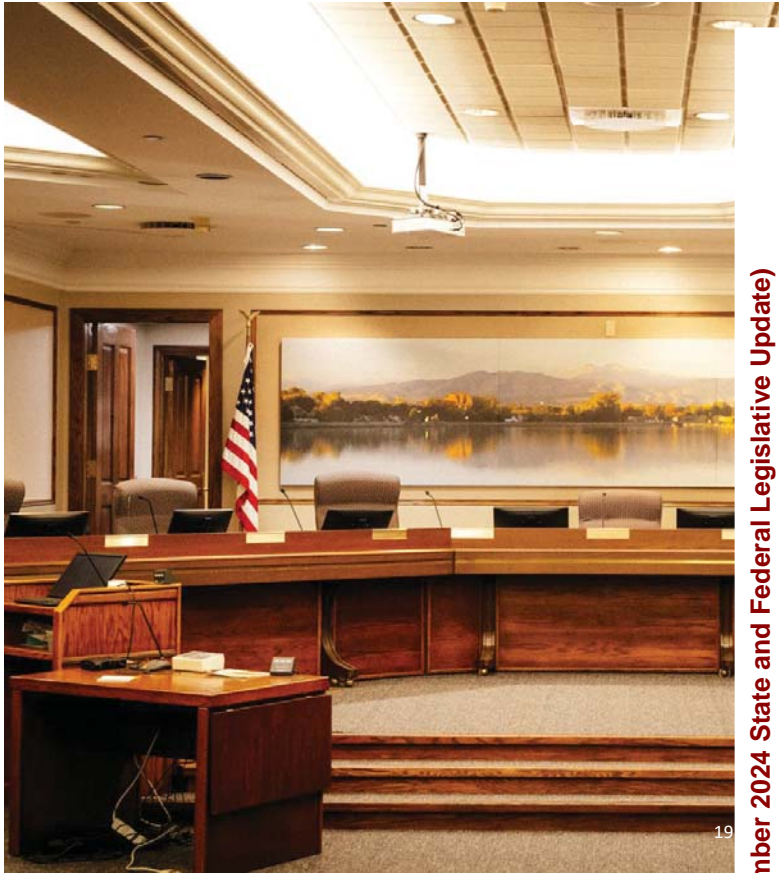
- **AB 2302 (Addis) Open Meetings: Local Agencies: Teleconferences.** Revises the number of meetings that a member of a legislative body may attend remotely participate remotely for “just cause” and “emergency circumstances” without noticing their teleconference location or making that location public; Changes the definition of a “meeting” for purposes of counting how many times a member uses their teleconference flexibility.
- **AB 2715 (Boerner) Ralph M. Brown Act: Closed Sessions.** Allows a legislative body to discuss a threat to critical infrastructure controls or critical infrastructure information relating to cybersecurity during a closed session.



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# Local Government

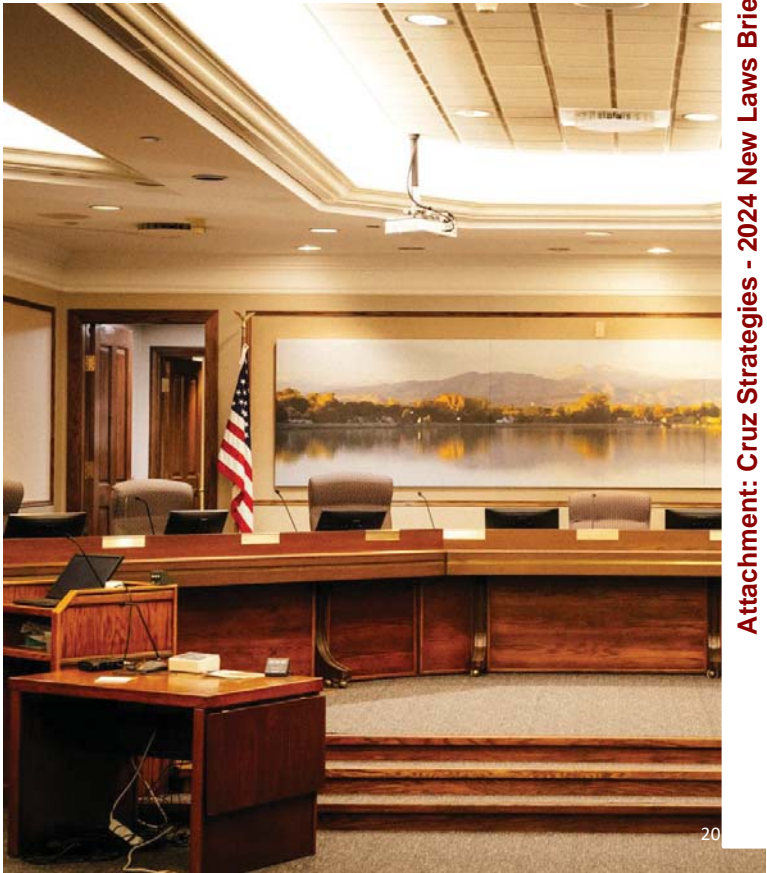
- **AB 2854 (Irwin) Bradley-Burns Uniform Local Sales and Use Tax Law.** Requires cities and counties to annually provide specific information to the California Department of Tax and Fee Administration and on their website relating to each agreement that results in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns sales and use tax (SUT) revenues.
- **AB 2904 (Quirk-Silva) Zoning Ordinances: Notice.** Requires local governments to provide at least 20 days notice before the required public hearing on a proposed zoning ordinance or amendment to the zoning ordinance, if the proposed ordinance or amendment affects the permitted uses of real property.



CRUZ STRATEGIES

# Local Government

- **SB 549 (Newman) Gaming: Tribal Nations Access To Justice Act.** Authorizes a California Indian tribe to bring an action in superior court against a cardroom and third-party providers seeking a declaration as to whether a controlled game operated by a cardroom and banked by a third-party provider constitutes a banking card game that violates state law.
- **SB 969 (Wiener) Alcoholic Beverages: Entertainment Zones: Consumption.** Authorizes specified licensees to allow consumers to leave the licensed premises with open containers of alcoholic beverages for consumption off the premises within an entertainment zone



CRUZ STRATEGIES

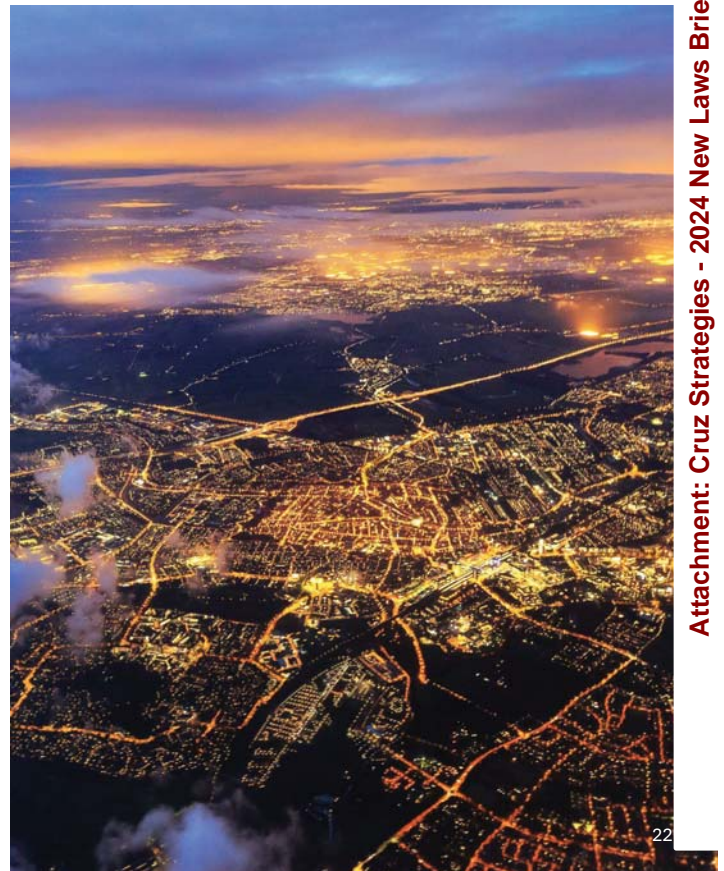
# Public Safety

- **AB 1960 (Rivas) Sentencing Enhancing; Property Loss.** Creates sentencing enhancements for taking, damaging, or destroying property in the commission or attempted commission of a felony, but lowers the property value amounts to below 2017 levels when the enhancement sunset.
- **AB 1978 (Sanchez) Vehicles: Speed Contests.** Authorizes a police officer to impound a vehicle without taking the driver into custody for obstructing or placing a barricade upon a highway, or an off-street parking facility for the purpose of facilitating or aiding a speed contest or exhibition of speed.
- **SB 1414 (Grove) Crimes: Solicitation of a Minor.** Increases the punishment for the crime of solicitation of a minor under the age of 16, or a minor under the age of 18 who is a victim of human trafficking.



# Transportation

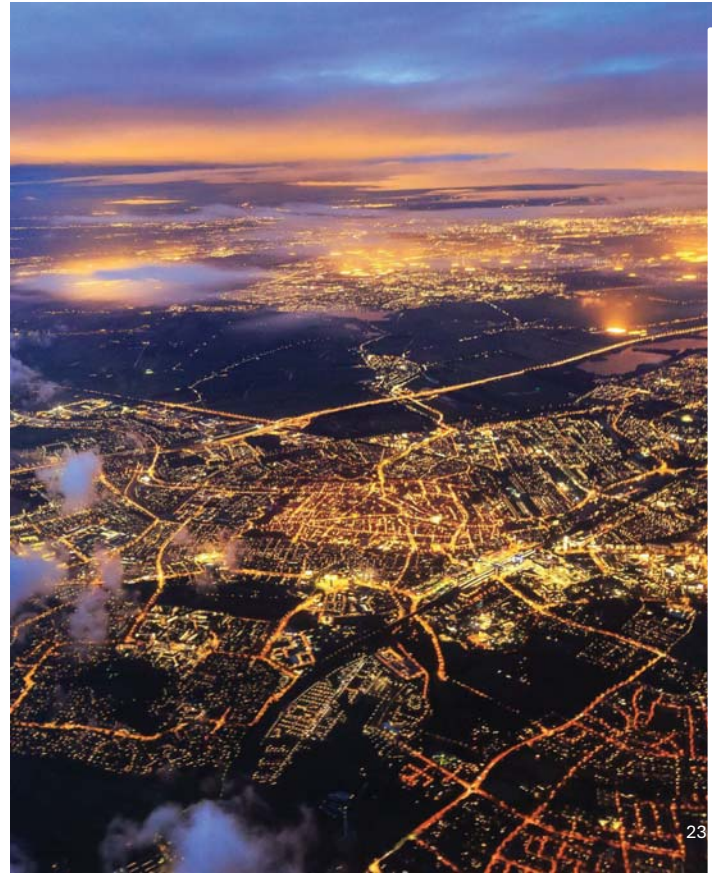
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# Transportation

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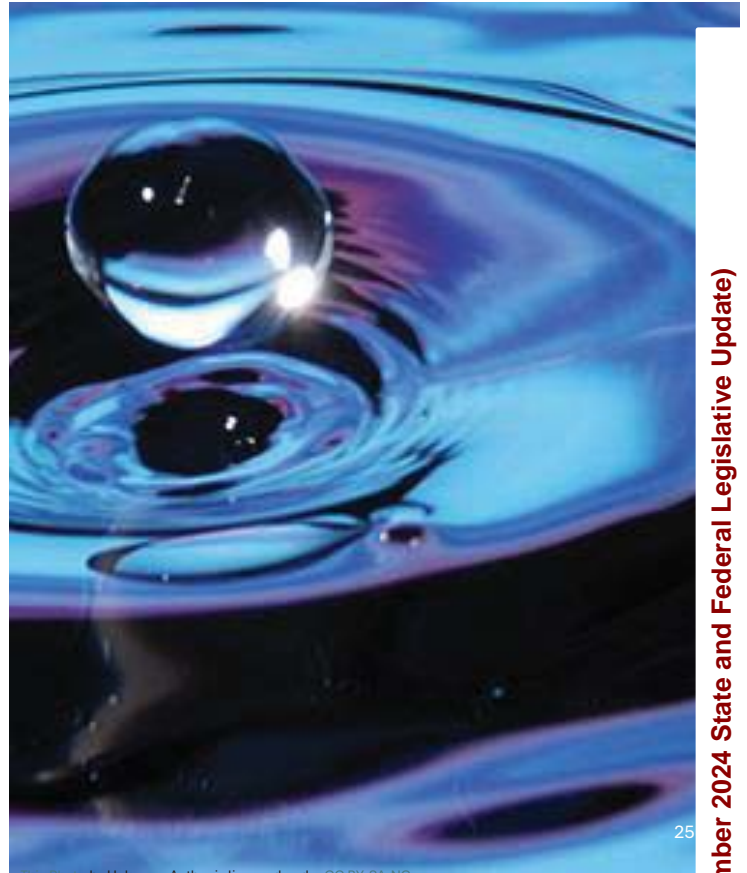
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# Water

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Holland & Knight

Overview and Status of House and Senate FY 25 Appropriations Bills

The following chart provides an overview of the Fiscal Year (FY) 2025 appropriations bills.

Bill	Key Provisions	Markup Dates	Subcommittee/ Committee Approvals	Floor Passage
<p>House Agriculture – FDA</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The Agriculture, Rural Development, Food and Drug Administration (FDA), and Related Agencies bill provides a nondefense discretionary total of \$25.873 billion for programs under the jurisdiction of the subcommittee, \$355 million (1.35%) below the FY 2024 enacted level and \$2.688 billion (9.4%) below the FY 2024 president's budget request.</p> <p>The Subcommittee's allocation is \$25.873 billion.</p> <p>The bill prioritizes agencies and programs that protect food and drug supply; support farmers, ranchers and rural communities; and ensure low-income Americans have access to nutrition programs.</p>	<p>Subcommittee Markup: June 11, 2024</p> <p>Full Committee Markup: July 10, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 11)</p> <p><u>Committee</u> Approved (July 10) Vote: 29-26</p>	<p><u>N/A</u></p>
<p>Senate Agriculture – FDA</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>This bill provides \$27.049 billion in funding, an \$821 million increase over FY 2024.</p> <p>The bill includes \$7.697 billion for the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) – a \$667 million increase over FY 2024 that meets the president's budget request.</p>	<p>Full Committee Markup: July 11, 2024</p>	<p><u>Committee</u> Approved (July 11) Vote: 28-0</p>	<p><u>N/A</u></p>

	<p>The bill provides \$3.544 billion, or a \$22 million increase from FY 2024, in funding for the FDA to carry out its mission to keep families healthy and safe. More specifically, it provides an additional \$1 million to conduct oversight of cosmetics for the first time ever, an increase of \$15 million to strengthen FDA's food safety programs, \$1.233 billion for the Food Safety and Inspection Service (FIS), and \$3 million to advance neuroscience research.</p> <p>This bill provides \$1.87 billion – a \$29 million increase – for the Agricultural Research Service. The bill provides \$1.691 billion for rental assistance.</p>			
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<p>House Commerce- Justice-Science</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The Commerce, Justice, Science, and Related Agencies appropriations bill provides net new spending of \$78.288 billion for programs under the jurisdiction of the Subcommittee, which is \$1.275 billion (2%) below the FY 2024 enacted level. The bill provides a non-defense discretionary total of \$71.932 billion and a defense discretionary total of \$6.356 billion.</p> <p>The bill directs that funding to support the fight against fentanyl and efforts to counter the People's Republic of China.</p> <p>The bill also includes:</p> <p>\$9.847 billion for the Department of Commerce, which is \$979.747 million (9%) below the FY 2024 enacted level and \$1.617 billion below the President's budget request;</p> <p>\$36.532 billion for the</p>	<p>Subcommittee Markup: June 26, 2024</p> <p>Full Committee Markup: July 9, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 26)</p> <p><u>Full Committee</u> Approved (July 9) Vote: 31-26</p>	<p><u>N/A</u></p>
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	<p>Department of Justice (DOJ), which is \$987.823 million (3%) below the FY 2024 enacted level and \$3.056 billion below the President’s budget request, and;</p> <p>\$34.444 billion for various science agencies, which is \$499.759 million (1%) above the FY 2024 enacted level and \$1.130 billion below the President’s budget request.</p>			
<p>Senate Commerce-Justice-Science</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The bill provides a total of \$73.735 billion in discretionary funding—\$5.2 billion more than FY 2024, including:</p> <ul style="list-style-type: none"> <li>• \$38.426 billion for the DOJ, \$906 million more than FY 2024, for the DOJ;</li> <li>• \$11.544 billion for the Department of Commerce, \$717 million more than FY 2024;</li> <li>• \$9.55 billion for the National Science Foundation (NSF); and</li> <li>• \$25.434 billion for the National Aeronautics and Space Administration (NASA).</li> </ul>	<p>Full Committee Markup: July 25, 2024</p>	<p><u>Full Committee</u> Approved (July 25) Vote: 26-3</p>	<p><u>N/A</u></p>

<p>House Defense</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>For FY 2025, the bill provides \$833.053 billion in new discretionary spending – \$8.57 billion (1%) over the FY 2024 enacted level.</p> <p>The bill prioritizes delivering combat-ready military forces to deter war and ensure national security. It includes resources to programs and activities that counter the People’s Republic of China and other near-peer adversaries, foster innovation, enhance the Department of Defense (DOD)’s role in combating the flow of fentanyl and other illegal drugs, and support servicemembers and their families.</p>	<p>Subcommittee Markup: June 5, 2024</p> <p>Full Committee Markup: June 13, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 5)</p> <p><u>Full Committee</u> Approved (June 13) Vote: 34-25</p>	<p><u>N/A</u></p>
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<p>Senate Defense</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The Fiscal Year 2025 Defense Appropriations Act provides \$852.2 billion in total funding— a \$27.2 billion, or 3.3% increase over fiscal year 2024. The bill includes:</p> <ul style="list-style-type: none"> <li>• Full funding to support full-day, universal Pre-K for military families;</li> <li>• \$261.2 million for military suicide prevention and response;</li> <li>• \$47 million increase to support military survivors of sexual assault;</li> <li>• \$300 million for the Ukraine Security Assistance Initiative;</li> <li>• \$500 million for arms and training to Taiwan; and</li> <li>• \$500 million for tactical AI at combatant commands.</li> </ul>	<p>Full Committee Markup: July 27, 2024</p>	<p><u>Full Committee</u> Approved (July 27) Vote: 27-0</p>	<p><u>N/A</u></p>
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<p>House Energy and Water Development</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The bill provides \$59.2 billion in discretionary spending.</p> <p>The Energy and Water Development and Related Agencies Appropriations Act provides a total discretionary allocation of \$59.190 billion, which is \$999 million (1.7%) above the FY 2024 enacted level and \$139 million (-0.2%) below the President’s budget request including emergency amounts requested.</p> <p>The defense portion of the allocation is \$34.193 billion, which is \$906 million (2.7%) above the FY 2024 enacted level and \$214 million (0.6%) above the President’s budget request. The non-defense portion of the allocation is \$24.997 billion, which is \$93 million (0.4%) above the FY 2024 enacted level and \$353 million (1.4%) below the President’s budget request. The bill prioritizes funding for agencies and programs that bolster national security, energy security, and economic competitiveness.</p>	<p>Subcommittee Markup: June 28, 2024</p> <p>Full Appropriations Committee Markup: July 9, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 28)</p> <p><u>Full Committee</u> Approved (July 9) Vote: 30-26</p>	<p><u>N/A</u></p>
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<p>Senate Energy and Water Development</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>This bill provides \$61.467 billion in critical funding for sustainable and inclusive development, democratic governance, and economic growth programs. The bill provides:</p> <ul style="list-style-type: none"> <li>• \$10.344 billion for the Army Corps of Engineers</li> <li>• \$2.04 billion for the Bureau of Reclamation</li> <li>• \$17.74 billion for the Department of Energy's nondefense programs</li> <li>• \$34.516 billion for atomic energy defense activities for the Energy</li> </ul>	<p>Full Committee Markup: August 1, 2024</p>	<p><u>Full Committee</u> Approved (August 1) Vote: 28-0</p>	<p><u>N/A</u></p>
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	Department			
House Financial Services <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	The Financial Services and General Government Appropriations Act provides a total discretionary allocation of \$23.608 billion, which is nearly 20% below the President’s budget request and nearly 10% below the spending level provided in FY 2024. The defense portion of the allocation is \$45 million, and the non-defense portion of the allocation is \$23.563 billion. The bill prioritizes agencies and programs that combat terrorism financing, maintain the integrity of our financial markets, spur small business growth, support the judicial branch, and target opioid abuse.	Subcommittee Markup: June 5, 2024  Full Committee Markup: June 13, 2024	<u>Subcommittee</u>  Approved by voice vote (June 5)  <u>Full Committee</u>  Approved (June 13) Vote: 33-24	<u>N/A</u>
Senate Financial Services <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	The Financial Services and General Government Appropriations bill provides \$27.885 billion to fund the operations of the U.S. Department of the Treasury, Executive Office of the President, federal judiciary, the District of Columbia, Small Business Administration (SBA), and more than two dozen independent federal agencies.	Full Committee Markup: August 1, 2024	<u>Full Committee</u>  Approved (August 1) Vote: 27-0	<u>N/A</u>



<p>House Homeland Security</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The Homeland Security Appropriations Act provides a total discretionary allocation of \$64.81 billion. The defense portion of the allocation is \$3.41 billion, which is \$82 million (2.4%) above the FY 2024 enacted level. The non-defense portion of the allocation is \$61.39 billion, which is \$2.88 billion (5%) above the FY 2024 enacted level and \$4.27 billion (7.5%) above the President’s budget request. The bill includes:</p> <ul style="list-style-type: none"> <li>• \$22.74 billion for major disaster response and recovery activities;</li> <li>• \$600 million for construction of a physical wall along the southwest border;</li> <li>• \$496 million for 22,000 Border Patrol Agents;</li> <li>• \$300 million for border security technology funding;</li> <li>• \$4.1 billion for custody operations, including to fund an average daily U.S. Immigration and Customs Enforcement (ICE) detainee population of 50,000, which is higher than any previously appropriated level; and</li> <li>• \$822 million to fund transportation and removal operations for removable persons.</li> </ul>	<p>Subcommittee Markup: June 4, 2024</p> <p>Full Committee Markup: June 12, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 4)</p> <p><u>Full Committee</u> Approved (June 12) Vote: 33-26</p>	<p><u>House Passed (June 28)</u> <u>Vote: 212-203</u></p>
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Senate Homeland Security	Committee Markup/Vote Delayed	N/A	<u>Full Committee</u>  Markup/Vote Delayed	
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House Interior- Environment  <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The Interior, Environment, and Related Agencies Appropriations Act provides a total discretionary allocation of \$38.478 billion, which is \$72 million (0.2%) below the FY 2024 enacted level and \$4.407 billion (10%) below the President’s budget request. The bill includes:</p> <ul style="list-style-type: none"> <li>• \$15.1 billion for the Department of Interior (DOI);</li> <li>• \$7.4 billion for the Environmental Protection Agency (EPA);</li> <li>• \$8.43 billion for the U.S. Forest Service (USFS);</li> <li>• \$8.6 million for the Indian Health Service (IHS); and</li> <li>• \$600 million for the Payment in Lieu of Taxes (PILT) program</li> </ul> <p>The bill also rescinds \$55 million of DOI funding for the Presidio Trust provided by the Inflation Reduction Act (IRA). The bill prioritizes funding for Tribes and Wildland Fire Management, including permanently addressing wildland firefighter pay.</p>	<p>Subcommittee Markup: June 28, 2024</p> <p>Full Committee Markup: July 9, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 28)</p> <p><u>Full Committee</u> Approved (July 9) Vote: 29-257</p>	<p><u>House Passed (July 24)</u> <u>Vote: 210-205</u></p>
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<p>Senate Interior-Environment</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The FY 2025 Interior, Environment, and Related Agencies Appropriations Act provides \$44.6 billion in total funding, including:</p> <ul style="list-style-type: none"> <li>• \$15.8 billion for DOI;</li> <li>• \$9.29 billion for EPA;</li> <li>• \$6.45 billion for the USFS;</li> <li>• \$8.5 million for the IHS; and</li> <li>• \$600 million for the PILT program</li> </ul> <p>The bill also codifies a permanent pay fix for wildland firefighters.</p>	<p>Full Committee Markup: July 25, 2024</p>	<p><u>Full Committee</u> Approved (July 25) Vote: 28-1</p>	<p><u>N/A</u></p>
<p>House Labor-HHS- Education</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The Labor, Health and Human Services, Education, and Related Agencies Appropriations Act provides a total discretionary allocation of \$185.8 billion, which is \$23.8 billion (11%) below the FY 2024 effective spending level and \$36.2 billion (15%) below the President’s budget request. The bill includes:</p> <ul style="list-style-type: none"> <li>• \$107.6 billion for the Department of Health and Human Services (HHS);</li> <li>• \$67.9 billion for the Department of Education; and</li> <li>• \$10.5 billion for the Department of Labor</li> </ul>	<p>Subcommittee Markup: June 27, 2024</p> <p>Full Committee Markup: July 10, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 27)</p> <p><u>Full Committee:</u> Approved Vote: 31-25</p>	<p><u>N/A</u></p>
<p>Senate Labor-HHS-Education</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The Labor, Health and Human Services, Education, and Related Agencies Appropriations Act provides a total discretionary allocation of \$234.31 billion, which is \$24.71 billion (11.7%) above the FY 2024 effective spending level and \$12.31 billion (5.5%) above the President’s budget request. The bill includes:</p> <ul style="list-style-type: none"> <li>• \$122.8 billion for the HHS;</li> <li>• \$80 billion for the Department of Education;</li> </ul>	<p>Full Committee Markup: August 1, 2024</p>	<p><u>Full Committee</u> Approved (August 1) Vote: 25-3</p>	<p><u>N/A</u></p>

	<ul style="list-style-type: none"> <li>and</li> <li>\$13.8 billion for the Department of Labor</li> </ul>			
House Legislative Branch  <ul style="list-style-type: none"> <li><a href="#">Bill Summary</a></li> <li><a href="#">Bill Report</a></li> <li><a href="#">Bill Text</a></li> </ul>	<ul style="list-style-type: none"> <li>Provides \$73.3 million to the Congressional Budget Office (CBO)</li> <li>Provides \$752.2 million to the Architect of the Capitol</li> <li>Provides \$883.4 million to the Library of Congress</li> <li>Provides \$136.1 million to the Government Publishing Office</li> <li>Provides \$896.7 million to the Government Accountability Office (GAO)</li> <li>Provides \$6.6 million to the Congressional Office of International Leadership</li> </ul>	Subcommittee Markup: May 23, 2024  Full Committee Markup: June 13, 2024	<u>Subcommittee</u> Approved by voice vote (May 23)  <u>Full Committee</u> Approved (June 13) Vote: 33-24	N/A

Senate Legislative Branch  <ul style="list-style-type: none"> <li><a href="#">Bill Summary</a></li> <li><a href="#">Bill Report</a></li> <li><a href="#">Bill Text</a></li> </ul>	The Legislative Branch Appropriations bill provides \$7 billion in funding for the operations of the U.S. Senate, U.S. Capitol Police, Library of Congress, GAO, Copyright Office, Congressional Research Service (CRS), CBO, the Architect of the Capitol the Office of the Attending Physician, and other legislative agencies.	Full Committee Markup: July 11, 2023	<u>Full Committee</u> Approved (July 11) Vote: 27-0	N/A
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<p>House Military Construction, Veterans Affairs, and Related Agencies (Approved)</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>The bill includes a total of \$378.644 billion in funding for the DOD Military Construction and Family Housing, U.S. Department of Veterans Affairs (VA), and related agencies.</p> <p>From this total, \$147.521 billion is provided as discretionary funding, and \$231.124 billion is provided for mandatory programs.</p> <p>Of the discretionary total, \$17.957 billion is for DOD military construction projects, nearly \$412 million above the President's budget request.</p>	<p>Subcommittee Markup: May 21, 2024</p> <p>Full Committee Markup: May 23, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (May 21)</p> <p><u>Full Committee</u> Approved (May 23) Vote: 34-25</p>	<p><u>House Passage (June 5): 209-197</u></p>
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<p>Senate Military Construction, Veterans Affairs, and Related Agencies</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>This bill provides the VA and related agencies \$129.57 billion in non-defense discretionary funding, as well as \$210.41 billion in mandatory funding, to fulfill the nation's obligations to veterans.</p> <p>The bill further provides advance appropriations to veterans' programs in FY 2026, including \$131.44 billion for veterans' medical care and \$222.23 billion for veterans' benefits.</p> <p>The bill also includes \$19.31 billion in defense spending for military construction and family housing to upgrade and modernize critical infrastructure and support military families.</p>	<p>Full Committee Markup: July 11, 2024</p>	<p><u>Full Committee</u> Approved (July 11) Vote: 27-0</p>	<p><u>N/A</u></p>
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<p>House State-Foreign Operations</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>This bill provides total funding of \$51.713 billion, which is \$7.6 billion (11%) below the Fiscal Year 2024 enacted level and \$12.26 billion (19%) below the President’s Budget Request. It includes:</p> <ul style="list-style-type: none"> <li>• \$14.6 billion for the Department of State;</li> <li>• \$1.56 billion for USAID;</li> <li>• \$410 million for the Peace Corps; and</li> <li>• Over \$21 billion for various humanitarian assistance programs.</li> </ul>	<p>Subcommittee Markup: June 4, 2024</p> <p>Full Committee Markup: June 12, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 4)</p> <p><u>Full Committee</u> Approved (June 12) Vote: 31-26</p>	<p><u>N/A</u></p>
<p>Senate State-Foreign Operations</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>This bill provides \$61.605 billion in total discretionary funding for the Department of State, U.S. Agency for International Development (USAID) and other essential related programs. It provides:</p> <ul style="list-style-type: none"> <li>• \$12.2 billion for the Department of State and USAID;</li> <li>• \$685 million for the multiagency Economic Resilience Initiative (ERI);</li> <li>• \$8.9 billion for humanitarian assistance programs to help meet the unprecedented forced displacement, food insecurity, and other emergency needs across the globe;</li> <li>• \$1.4 billion to support efforts to stop global flows of synthetic drugs;</li> <li>• \$2.9 billion to meet United Nations commitments;</li> <li>• \$479 million for the Peace Corps – the same level as requested in the FY 2025 President’s budget request; and</li> <li>• \$9.5 billion in critical funding for sustainable and inclusive development, democratic governance, and economic growth programs</li> </ul>	<p>Full Committee Markup: July 25, 2024</p>	<p><u>Full Committee</u> Approved (July 24) Vote: 24-5</p>	<p><u>N/A</u></p>

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<p>House Transportation, Housing and Urban Development, and Related Agencies</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>This bill provides a discretionary total of \$90.4 billion, which is \$7.084 billion (7.3%) below the President's budget request. This bill prioritizes highway, railway, and aviation safety while maintaining housing assistance for our nation's most vulnerable. The bill includes:</p> <ul style="list-style-type: none"> <li>• \$25.131 billion to the Department of Transportation (DOT), which is \$1.856 billion below the FY 2024 enacted level and \$336 million below the President's budget request.</li> <li>• \$63.544 billion in total budgetary resources for the Federal Highway Administration (FHWA), which is \$552 million above the FY 2024 enacted level.</li> <li>• \$15.307 billion in total budgetary resources for the Federal Transit Administration (FTA), which is \$1.297 billion below the FY 2024 enacted level.</li> </ul>	<p>Subcommittee Markup: July 27, 2024</p> <p>Full Committee Markup: July 10, 2024</p>	<p><u>Subcommittee</u> Approved by voice vote (June 27)</p> <p><u>Full Committee</u> Approved (July 10) Vote: 31-26</p>	<p><u>N/A</u></p>
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	<ul style="list-style-type: none"> <li>• \$64.827 billion for the Department of Housing and Urban Development (HUD), which is \$5.242 billion below the FY 2024 enacted level.</li> <li>• \$4.06 billion for Homeless Assistance grants.</li> </ul>			
<p>Senate Transportation, Housing and Urban Development, and Related Agencies</p> <ul style="list-style-type: none"> <li>• <a href="#">Bill Summary</a></li> <li>• <a href="#">Bill Report</a></li> <li>• <a href="#">Bill Text</a></li> </ul>	<p>This bill provides \$98.737 billion in total discretionary funding. The bill includes:</p> <ul style="list-style-type: none"> <li>• \$28.5 billion for the DOT</li> <li>• \$22 billion for the Federal Aviation Administration (FAA)</li> <li>• \$550 million for the RAISE grant program</li> <li>• \$63.171 billion for Federal-aid Highways</li> <li>• \$3.46 billion for the Federal Railroad Administration (FRA)</li> <li>• \$17 billion for the FTA</li> <li>• \$1.14 billion for the Maritime Administration (MARAD)</li> <li>• \$78.2 billion for HUD</li> <li>• \$4.32 billion for Homeless Assistance Grants</li> <li>• \$6.24 billion to increase the supply of affordable housing</li> <li>• \$61.15 billion for rental assistance programs.</li> </ul>	<p>Full Committee Markup: July 25, 2024</p>	<p><u>Full Committee</u> Approved (July 25) Vote: 28-1</p>	<p><u>N/A</u></p>





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

Southern California Association of Governments  
November 7, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Nancy Lo, Associate Regional Planner  
(213) 236-1899, lo@scag.ca.gov

**Subject:** Senate Bill 1121 State and Local Transportation Needs Assessment

**RECOMMENDED ACTION FOR TC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR RC:**

Receive and File

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

**Senate Bill (SB) 1121 (Gonzalez, Chapter 508, Statutes of 2022), directs the California Transportation Commission (CATC), in consultation with the California State Transportation Agency and the California Department of Transportation (Caltrans), to prepare and regularly update a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years. Frances Dea-Sanchez, Associate Deputy Director for the CATC will provide a presentation on this item.**

**BACKGROUND:**

The needs assessment prepared pursuant to SB 1121 is intended to provide the state with an understanding of the funding needs and likely available revenue to support statewide transportation infrastructure. The legislation requires the CATC to forecast expected revenue, including federal, state, and local transportation revenue sources, needed to pay for the costs identified in the needs assessment. The CATC is also required to forecast any anticipated funding shortfall and to develop recommendations on how the shortfall should be addressed.

To determine the cost of providing for the future growth of the state and local multimodal transportation system, the CATC will include the costs of transportation system improvements included in Regional Transportation Plans, the California State Rail Plan, and the State Highway System Management Plan, and other documents as deemed appropriate. Any analysis of future

growth will be consistent with the transportation vision and preferred scenario included in the most recent California Transportation Plan prepared by Caltrans.

In developing the needs assessment, CATC staff is consulting with relevant stakeholders, including, but not limited to, community-based organizations, environmental justice and equity-based organizations, organized labor, the transportation industry, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators.

The draft SB 1121 Needs Assessment will be released for public comment in late fall 2024. The final draft is scheduled for CATC approval in early 2025. After adoption, the needs assessment will be submitted to the California Legislature.

**FISCAL IMPACT:**

Staff work associated with this item is included in the FY 2024-25 Overall Work Program Tasks 010.2106.02 System Management and Preservation and 015.0159.01 RTP Financial Planning.

**ATTACHMENT(S):**

1. PowerPoint Presentation - SB 1121 Needs Assessment CATC

# State and Local Transportation Needs Assessment

Southern California Association of Governments | Transportation Committee

November 7, 2024



## Overview on Senate Bill 1121

# Senate Bill 1121 State and Local Transportation Needs Assessment

## Senate Bill 1121 (Gonzalez, 2022)

- Commission to prepare a 10-Year Statewide Transportation Needs Assessment
- Assess costs to operate, maintain, and grow the statewide multimodal system
- Consider costs to address climate resiliency
- Compare costs against available transportation revenue



## Sources for Report Development

- Stakeholder workgroup meetings and workshops (technical and policy focused)
- Interagency Equity Advisory Committee Engagement
- Existing transportation plans and reports
  - State Highway System Management Plan
  - California State Rail Plan
  - Local Streets and Roads Report
  - Regional Transportation Plans
- Survey of local and regional agencies for 10-year revenue projections and needs in Regional Transportation Plans

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# Senate Bill 1121 Interim Report and Full Needs Assessment

## Focus of Interim Report - complete

- Final Interim Report submitted to Legislature in January 2024.
- Summary of existing information on projected transportation funding and needs and additional areas of focus;
- Status report of the assessment efforts completed to date; and
- A plan for completing the full needs assessment



## Full Needs Assessment – due January 2025

- Build off the Interim Report
- Include comprehensive analysis on projected transportation revenues to year 2035
- Include transportation needs roll-up from Regional Transportation Plans to year 2035
- Policy Recommendations

4

## What is a Transportation Needs Assessment exactly?

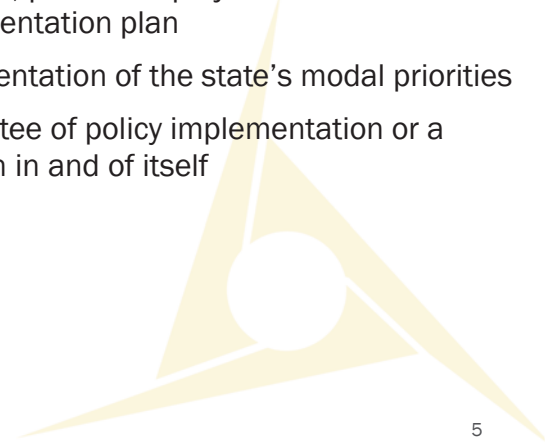
### What it IS...

- ✓ High-level, statewide look at transportation funding over 10 years (2025 – 2035).
- ✓ Rough estimate of the costs to operate, maintain, and grow the statewide multimodal transportation system over that 10-year period.
- ✓ A simple calculation of the estimated gap that exists between our expected transportation revenues and our ever-growing needs.
- ✓ Potential policy recommendations to address the gap i.e., sustainable revenue sources
- ✓ A “big-picture” document to identify the problem and some policy options for lawmakers.



### What it ISN'T...

- ✗ In-depth representation of all transportation needs
- ✗ Detailed, prioritized project list or an implementation plan
- ✗ Representation of the state's modal priorities
- ✗ Guarantee of policy implementation or a solution in and of itself



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## Content Review of 2025 Draft Needs Assessment

## Chapter Headings

1	Introduction	7	Tribal Transportation
2	Report Development Process	8	Accessibility and Mobility
3	Compete Streets and Active Transportation	9	Climate Adaptation Challenges and Impacts
4	Statewide Local Roads and Streets	10	Revenue Impact of Zero-Emission and More Fuel-Efficient Vehicles
5	State Highway System	11	Summary of Transportation Needs, Revenue, and Funding Shortfall
6	Transit and Rail Systems	12	Policy Recommendations



## 2025 to 2035 Statewide Needs and Revenue Summary

### 10-year Needs

Facility	Need (\$ billion)
Transit and rail <sup>1</sup>	\$359.6
State highway system	\$187.5
Local roads and streets	\$93.1
Complete streets and active transportation	\$34.2
Other <sup>2</sup>	\$61.8
<b>Total</b>	<b>\$736.2</b>

<sup>1</sup> Includes \$1.9 billion for zero-emission buses by 2040.

<sup>2</sup> Category included in the fiscal needs survey to account for agency needs that may differ from the established survey categories.

### 10-year Revenue

Category	Revenue (\$ billion)
State <sup>1</sup>	\$185.5
Local and regional sales tax	\$126.4
Federal <sup>2</sup>	\$46.2
Transit <sup>3</sup>	\$43.9
Tolls	\$26.2
Other local <sup>4</sup>	\$143.8
<b>Total</b>	<b>\$572.0</b>

<sup>1</sup> For example, Senate Bill 1, State Transportation Improvement Program, State Highway Operation and Protection Program.

<sup>2</sup> For example, Grants, ATP, CMAQ, HSIP, IJIA

<sup>3</sup> Based on Regional Transportation Plans.

<sup>4</sup> For example, mitigation fees, competitive grants, and bonds.

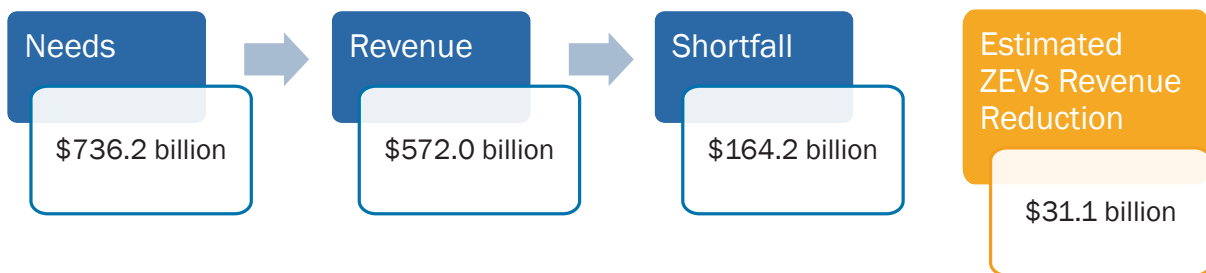


## Revenue Impact of Zero-Emission Vehicles

Study	General Approach	10-Year Reduction
Legislative Analyst's Office	85% of new vehicle purchases as zero-emission vehicles by 2045 65% of new vehicle purchases as zero-emission vehicles by 2045 and improved fuel efficiency	\$13.2 billion \$29.9 billion
Needs Assessment Analysis	Adoption of Advanced Clean Cars II/Fleet and improved fuel efficiency	\$31.1 billion
Mineta Transportation Institute	Varied vehicle miles traveled Varied rate of new vehicle purchases as zero-emission vehicles Improved fuel efficiency	\$6.0 billion to \$30.3 billion



## 2025 to 2035 Statewide Funding Shortfall



# Sustainable Funding Sources

## Policy Recommendations Workshops

### Proposed First Principles



### Discussion Scenarios

- Scenario 1: Do nothing/continue as is
- Scenario 2: Adjust Existing Revenue Mechanisms
- Scenario 3: Phased-in Replacement of Existing Mechanisms with Sustainable Funding Source
- Scenario 4: Full replacement of existing revenue mechanisms with Sustainable Funding Source



## Review of Discussion Scenarios

Scenario	Pros	Cons
A. Do nothing/continue as is	<ul style="list-style-type: none"> <li>No implementation requirements</li> <li>Established process</li> </ul>	<ul style="list-style-type: none"> <li>Results in decline in revenue</li> <li>Unable to address transportation needs</li> </ul>
B. Adjust Existing Revenue Mechanisms	<ul style="list-style-type: none"> <li>Increases revenue</li> <li>Established process</li> </ul>	<ul style="list-style-type: none"> <li>Potential burden on lower-income users</li> <li>Decline in funding as zero-emission vehicles increases</li> </ul>
C. Phased-In Replacement of Existing Mechanisms with Road Charge	<ul style="list-style-type: none"> <li>More equitable than Scenario B</li> <li>Allows time to address any challenges</li> <li>Increase familiarity with public</li> </ul>	<ul style="list-style-type: none"> <li>Does not address short-term needs</li> </ul>
D. Full Replacement of Existing Revenue Mechanisms with Road Charge	<ul style="list-style-type: none"> <li>A more equitable than Scenario A, B, and C</li> <li>Increases revenue</li> </ul>	<ul style="list-style-type: none"> <li>Different fee structure and collection process</li> </ul>

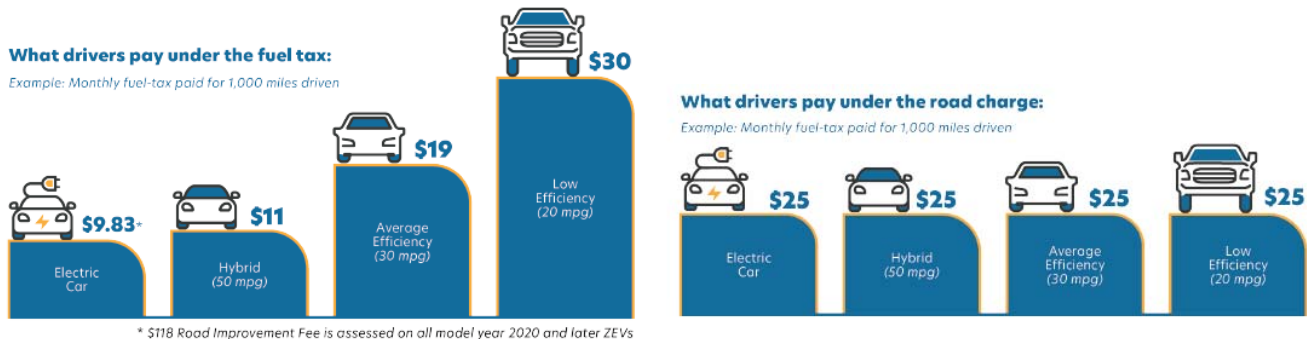


## Additional Takeaways from Sustainable Funding Source Scenario Discussion

- **Fair Implementation:** Emphasis on fairness, especially for varying driving patterns and vehicle weights.
- **Equity Design:** Need for an equitable design in sustainable funding sources, i.e. low-income, accessible.
- **Additional Incentives:** Suggestions for incentives to encourage ZEV adoption.
- **Creative Solutions:** Calls for innovative funding mechanisms beyond traditional taxes.
- **Additional Suggested Scenarios to Explore**
  - Streamline existing funding and create more flexibility
  - Explore sustainable funding source for medium-heavy duty vehicles



# Gas Tax Road Charge Comparison



SB 339 Road Charge Collection Pilot Interim Report



# Full Needs Assessment Timeline

DATE	MILESTONE
January 28, 2024	Final Interim Needs Assessment Submitted to California Legislature
February 16, 2024	Technical Workshop (virtual)
February 21, 2024	Technical Workshop (virtual)
May 30, 2024	Policy Recommendations Workshop (Los Angeles/Virtual)
June 17, 2024	Policy Recommendations Workshop (Sacramento/Virtual)
Fall to Winter 2024	Continued Stakeholder Workgroup Meetings Draft Needs Assessment Released for Public Comment Draft Needs Assessment Presented to the Commission
First Quarter 2025	Final Needs Assessment Adoption Final Needs Assessment Submitted to California Legislature



## Contacts

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Frances Dea-Sanchez  
SB 1121 Program Manager | Planning  
[frances.dea-sanchez@catc.ca.gov](mailto:frances.dea-sanchez@catc.ca.gov)

Laura Pennebaker  
Deputy Director | Planning  
[laura.pennebaker@catc.ca.gov](mailto:laura.pennebaker@catc.ca.gov)



## Thank You

Senate Bill 1121 Webpage  
<https://catc.ca.gov/programs/sb1121>





**AGENDA ITEM 13**

**REPORT**

Southern California Association of Governments  
November 7, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Alisha James, Senior Public Affairs Specialist  
(213) 236-1884, james@scag.ca.gov

**Subject:** REAP 2.0 Program Update

**RECOMMENDED ACTION FOR EAC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:**

Receive and File

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

**EXECUTIVE SUMMARY:**

*Resolution 22-649-1 authorized SCAG to receive and administer \$246,024,084.00 in Regional Early Action Planning Grant Program of 2021 (REAP 2.0) funds from the State of California. SCAG's REAP 2.0 program is designed to implement Connect SoCal, our regional vision to address transportation and land use strategies that help the region achieve sustainability goals.*

*In January, the Governor's budget proposed a 50 percent reduction to the REAP 2.0 Program across the state which would have been approximately \$123M for SCAG. In response to budget uncertainty, SCAG issued a stop work order to pause its REAP 2.0 Program and refrained from entering into any new MOUs. As a result of the region's successful advocacy, SCAG received a final award allocation of \$231.5 million, which included a reduction of \$14.5 million from SCAG's original allocation. SCAG also successfully secured an administrative extension from HCD to recoup the time lost through the stop work order by extending the grantee expenditure deadline to June 30, 2026.*

*This report provides a progress update for SCAG's REAP 2.0 program and efforts to swiftly restart work across the program and ensure successful delivery. In addition to the activities captured*

*below, staff has revised the program budget to align with our final award allocation of \$231.5 million with the funding change reflected in Amendment 1. The revised program prioritizes and fully funds all competitive and formula-based grant awards as approved by the Regional Council, including the allocation of \$192 million to approximately 100 projects. To address the REAP 2.0 funding cut, REAP 2.0 funding was removed from the SCAG-led regional programs and services; staff proposes to use Carbon Reduction Program funds to fully fund the Regional Pilot Initiatives program. With these proposed changes, SCAG is able to move forward with the full complement of programs originally proposed and approved by the Regional Council to support Connect SoCal implementation. Any future budget revisions will also be considered and approved by the board through the budget amendment process.*

**BACKGROUND:**

The REAP 2.0 program was established as part of the 2021 California Comeback Plan under AB 140. REAP 2.0 builds on the success of Regional Early Action Planning Grant Program of 2019 (REAP 1.0) and expands the program focus by integrating housing and climate goals, and allows for broader planning and implementation investments, including infrastructure investments supporting infill development to facilitate housing supply, choice, and affordability.

Major investments in program development and prioritization of projects have resulted in SCAG's development of a comprehensive REAP 2.0 program that combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies. SCAG's REAP 2.0 program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Country Transportation Commission (CTC) Partnership Program.

**PROGRAM ADMINISTRATION & DELIVERY**

SCAG has been actively working to restart the REAP 2.0 program. Over the summer, SCAG made progress collaborating with grantees to make progress on project scopes of work, executing agreements, and initiating project work. To support grantees and mitigate timeline challenges caused by the program's stop work order, SCAG has taken the following steps:

- SCAG negotiated an administrative extension with the California Department of Housing and Community Development (HCD), giving grantees an additional seven months to expend grant resources. The new expenditure deadline is June 30, 2026.
- SCAG is streamlining the administrative processes by developing templates for MOUs and MOU attachments and creating draft scopes of work for each grantee.
- For projects with an approved scope of work and are at risk of not meeting the deadline, SCAG will consider authorizing work in advance of executing a memorandum of understanding, under certain circumstances and with written approval from SCAG.

- Notices have gone out to partners awarded funds under SCAG's sub-allocation programs rescinding the Executive Director's pause of all significant REAP 2.0 activities, allowing the program work to proceed and communicating the new expenditure deadline of June 30, 2026.
- SCAG is collaborating with the California Association of Councils of Governments (CALCOG) on pursuing a legislative extension that could provide additional time, if needed.

### **PREQUALIFIED CONSULTANT BENCH**

Building on the successes of the REAP 1.0 consultant bench, SCAG developed a Request for Interest and Qualifications (RFIQ) to prequalify consultants and establish on call consultants to assist SCAG grantees to complete projects funded by REAP 2.0.

### **PROGRAM PROGRESS UPDATES**

The REAP programs are critical funding for implementing the strategies in the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. SCAG's focus in recent months has been working in partnership with grantees and partners to review project feasibility, rescope where necessary, and accelerate the contracting process to ensure successful project delivery.

### **SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY AND ENVIRONMENTAL JUSTICE (SCP CEEEJ)**

The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) grants prioritize housing planning that aims to close the racial equity gap and include partnerships with community-based organizations. On October 5, 2023, the Regional Council approved funding awards for six Housing and Land Use Strategies projects totaling \$2.3 million, complementing five multi-modal communities projects funded by SB 1 funds in the amount of approximately \$2 million.

Upon re-starting the program, SCAG staff met with all project teams individually to confirm project viability given delays. All six SCP CEEEJ projects funded through REAP 2.0 are now moving forward. SCAG staff anticipate some projects will be ready for consultant procurement this fall.

### **SUB-REGIONAL PARTNERSHIP PROGRAM 2.0**

The Sub-Regional Partnership Program 2.0 (SRP 2.0) Program makes \$23 million available to sub-regional partners for eligible activities supporting member jurisdictions with implementing housing element work plans and strategies for increasing affordable housing.

Staff are working closely with project managers from each of the subregional partners to finalize the project list each subregion will offer to its member jurisdictions. In many subregions this includes technical assistance to help jurisdictions fulfill their housing element obligations. Once the

project list is finalized, staff will work with each project manager to complete documents and attachments needed for MOU execution.

In the meantime, a subregion may procure the technical assistance bench of consultants and work with their member jurisdictions to determine the technical assistance projects that will be awarded. Once the project list has been approved by SCAG a subregion may also begin the consultant procurement process and prepare their projects for kickoff.

### **COUNTY TRANSPORTATION COMMISSION (CTC) PARTNERSHIP PROGRAM**

The County Transportation Commission (CTC) Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On July 6, 2023, the Regional Council approved staff recommendations to fund 33 transformative planning and implementation projects that expand access, increase mobility, and bring jobs and housing closer together to achieve a more sustainable growth pattern across the region. SCAG has executed Memorandums of Understanding (MOUs) with all the CTCs.

Staff worked closely with individual project managers across all six CTCs to develop project scopes, budgets and timelines. Staff also continue to work collaboratively with the CTCs to revise project scopes, timelines, and budgets based on the new expenditure timeline of June 30, 2026. SCAG staff anticipate some changes to the final project list, including use of projects on the contingency list. These updates will be provided in the next update to Regional Council and the policy committees.

Staff are currently processing invoices submitted by the CTCs for work completed to date. Invoice and reporting training for the CTCs was held on October 23 and 24, 2024.

### **PROGRAMS TO ACCELERATE TRANSFORMATIVE HOUSING (PATH)**

There are three programs under PATH: Housing Infill on Public and Private Lands (HIPP) pilot program, Lasting Affordability program, and Regional Utilities Supporting Housing (RUSH) program.

The Housing Infill on Public and Private Lands (HIPP) Pilot Program makes \$8 million available to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. In October, the Regional Council approved funding recommendations to award 11 projects including site assessments, site inventories, inclusionary housing programs and specific plans that unlock lands for housing with diverse housing types.

The Lasting Affordability Program provides \$45 million to support innovative housing finance, housing trust funds, catalyst funds, and new permanent funding sources. On November 2, 2023, the Regional Council approved funding recommendations for 14 projects.

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The Regional Utilities Supporting Housing (RUSH) program provides \$35 million to focus on investments in utility infrastructure planning and capital improvements that will support jurisdictions in basic utility infrastructure needed for housing. On January 4, 2024, the Regional Council awarded funding for 12 projects for a total of \$35 million.

For all three of these programs, staff are working with the project managers from each grantee agency to finalize the scope of work and ready the projects for MOU execution and consultant procurement.

**NEXT STEPS**

Staff will continue to support grantees and will keep the Regional Council updated on the REAP 2.0 program's progress. Should additional modifications to our REAP 2.0 program budget be necessary, staff will present any proposed changes for review and approval to the board through our budget amendment process.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 24-25 Overall Work Program No. 305 – Regional Early Action Planning (REAP) Grants Program – REAP 2.0.





# AGENDA ITEM 14 REPORT

Southern California Association of Governments  
November 7, 2024

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** Purchase Orders, Contract and Amendments below Regional Council's  
Approval Threshold

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 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:**

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in August and September 2024:

Vendor	Description	Amount
CVENT INC	FY25 CVENT FEES	\$5,000
MBUF ALLIANCE	FY25 MEMBERSHIP	\$5,000
AMERICAN PUBLIC TRANSP ASSOCIATION	FY25 APTA MEMBERSHIP DUES	\$5,772
CALCOG	FY25 POLITICOPRO SUBSCRIPTION	\$5,900
LUMI USA INC	FY25 LUMI DONGLE LICENSE	\$6,250
LOS ANGELES COUNTY BUSINESS FED	FY25 BIZFED ANNUAL MEMBERSHIP	\$7,000
UCLA INSTITUTE OF TRANSP STUDIES	FY25 SYMPOSIUM SPONSORSHIP	\$7,500
CPRIME, INC.	FY25 ASANA SW LICENSES RENEWAL	\$8,368
LOS AMIGOS DE LA COMUNIDAD INC	FY25 TRAFFIC SAFETY FAIR DISPLAY	\$9,950
COMOTION INC	FY25 COMOTION LA 2024 SPONSOR	\$10,000
CA JOINT POWERS INSURANCE AUTHORITY	FY25 PROPERTY PREMIUM - CA JPI	\$19,042
LOS ANGELES CLEANTECH INCUBATOR	FY25 LACI TEP INT'L SPONSORSHIP	\$25,000
BMO CASH MANAGEMENT	FY25 BANK FEES	\$25,000
METROPOLITAN TRANSP COMMISSION	FY24 ANNUAL LEG RECEPTION	\$27,764



ASSOCIATION OF METRO PLANNING ORG	FY25 AMPO MEMBERSHIP DUES	\$30,000
CALCOG	FY25 MEMBERSHIP RENEWAL	\$50,520
SABA SOFTWARE CANADA INC	FY25 SABA SW RENEWAL	\$51,268
CALCOG	FY24 MOA COORDINATION WORK	\$54,547
BMO CASH MANAGEMENT	FY25 MONEY MKT ACCOUNT FEES	\$60,000

SCAG executed the following contracts and contract amendments for more than \$25,000 but less than \$500,000:

<b>Consultant/Contract No.</b>	<b>Description</b>	<b>Amount</b>
Carahsoft Technology Corp. 25-007-C01	The vendor provides SCAG with a one-year license for the Granicus IQM2 agenda management software.	\$26,365
Quadient Leasing USA, Inc. 25-005-C01	The vendor provides SCAG with a leased mail postage system, including a mailing machine base, mixed feeder, sealer, drop tray, scale, maintenance, and support.	\$27,622
BB2 Technology Group 23-050-C01	The vendor provides SCAG with hardware products consistent with general office equipment, including Latitude 7430 laptops, monitors, and WD19 docks by Dell Inc.	\$31,856
Booz Allen Hamilton, Inc. 23-052-C01	The vendor assesses and investigates a possible data and/or security incident, including a technical analysis of company information technology assets, computer systems, and pertinent logs to identify evidence of unauthorized access or exfiltration of sensitive data.	\$41,250
Staples Contract & Commercial, Inc. 24-035-C01	The vendor provides SCAG with beverage services, including coffee brewers, coffee, tea, and miscellaneous supplies.	\$100,000



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Alta Planning + Design, Inc. 24-039-C01	The consultant shall develop a Community Pedestrian Plan (Plan) for the unincorporated community of Lennox under the adopted Step-by-Step Los Angeles County policy framework.	\$424,296
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SCAG executed the following contract amendment for less than \$150,000 and 30% of the original contract value:

<b>Consultant/Contract No.</b>	<b>Description</b>	<b>Amount</b>
Circulate Planning 24-023-C01, Amendment 1	The consultant supports traffic safety education projects through Community Expert Education Services (Task 4).	\$31,000

**ATTACHMENT(S):**

1. Contract Summary 25-007-C01 (Info Item)
2. Contract Summary 25-005-C01 (Info Item)
3. Contract Summary 24-023-C01 A01 (Info Item)
4. Contract Summary 23-050-C01 (Info Item)
5. Contract Summary 23-052-C01 (Info Item)
6. Contract Summary 24-035-C01 (Info Item)
7. Contract Summary 24-039-C01 (Info Item)

**CONSULTANT CONTRACT 25-007-C01**

<b>Recommended Consultant:</b>	Carahsoft Technology Corp.	
<b>Background &amp; Scope of Work:</b>	Under this agreement, Carahsoft Technology Corp. is the reseller for the purchase of agenda management software provided by Granicus Government. This is a one-year agreement for a subscription to Granicus' IQM2 agenda management software. IQM2 streamlines the creation, distribution, and tracking of board meeting agendas. It enables real-time collaboration and provides a centralized platform for document management. SCAG currently uses IQM2 for all board and committee meetings. This agreement will allow SCAG to continue to use IQM2 through September 18, 2025.	
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Allows for streamlined agenda creation and distribution through a simplified process of creating, editing, and approving meeting agendas;</li> <li>• Ensures accessibility of meeting agendas to board members and stakeholders; and</li> <li>• Provides centralized document management where all meeting-related documents can be stored.</li> </ul>	
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 2: Be the foremost data information hub for the region; Objective F. Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.	
<b>Contract Amount:</b>	<b>Total not to exceed:</b> Carahsoft Technology Corp.	<b>\$26,365.32</b> \$26,365.32
<b>Contract Period:</b>	September 19, 2024, through September 18, 2025	
<b>Project Number/Funding Source:</b>	<p>Project Number: 811-1163.15 Funding source: Indirect Cost</p> <p>Funding of \$20,586.62 is available in the FY 2024-25 Indirect Cost Program budget in Project Number 811-1163.15. The remaining \$5,778.70 will be included in the FY 2025-26 budget.</p>	
<b>Basis for Selection:</b>	SCAG utilized a Master Service Agreement (MSA) with Carahsoft Technology Corp./Granicus Government (Omnia EDU Contract No. # R19102) that was competitively procured. This MSA is specifically designed for local agencies to leverage combined purchasing power for discounted volume pricing.	

**CONSULTANT CONTRACT NO. 25-005-C01**

<b>Recommended Consultant:</b>	Quadient Leasing USA, Inc.	
<b>Background &amp; Scope of Work:</b>	The purpose of this contract is for SCAG to obtain competitively procured mail postage machine leasing services. SCAG’s current mailing system lease, which includes a mailing machine base, mixed feeder, sealer, drop tray, scale, maintenance, and support, expired on 8/27/2024, and we are embarking on another 60-month lease for the same.	
<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>• Provide installation and service mail postage machine to provide mailing automation in SCAG’s repro office</li> <li>• Provide training services to Office Services staff</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 workforce of choice.	
<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$27,622.20</b>
	Quadient Leasing USA, Inc. (prime consultant)	\$27,622.20
<b>Contract Period:</b>	August 15, 2024 through August 14, 2029	
<b>Project Number(s):</b>	810-0120.17    \$27,622.20	
	Funding source(s): Indirect Cost Program (IC)	
	Funding of \$7,000 is available in the Fiscal Year (FY) 2024-25 in the Indirect Cost Program Budget in Project Number 810-0120.17. The remaining balance will be requested in future fiscal year budget(s), subject to budget availability.	
<b>Basis for Selection:</b>	SCAG utilized Sourcewell’s competitively procured Master Service Agreement (MSA) contract #011322-QDT with Quadient Leasing USA, Inc. This MSA is specifically designed for government/public entities and local agencies to procure or lease mailing and postage equipment and technology.	

Attachment: Contract Summary 25-005-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council’s Approval

**CONSULTANT CONTRACT NO. 24-023-C01 AMENDMENT NO. 1**

<b>Consultant:</b>	Circulate Planning	
<b>Background &amp; Scope of Work:</b>	<p>On February 20, 2024, SCAG awarded Contract 24-023-C01 to Circulate Planning to manage the needs of approximately twelve (12) non-profit community-based organization subrecipients throughout the grant period, coordinate five (5) Kit of Parts deployments for temporary safety demonstration projects, produce and distribute Go Human safety advertisements to a minimum of twelve (12) local jurisdiction or community-based organization partners, and facilitate the development of training materials from community expert training services. This project supports a regional transportation nexus by implementing neighborhood- and community-level engagement strategies focused on traffic safety across the region’s six counties.</p> <p>This amendment also increases the contract value from \$311,131.30 to \$342,131.30 (\$31,000).</p> <p>This increase will expand the number of traffic safety education projects through the Community Expert Education Services.</p>	
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Final reports and documentation for approximately twelve (12) projects funded through the Community Streets Grant Program;</li> <li>• Coordination of five (5) deployments of the <i>Go Human</i> Kit of Parts to support temporary demonstrations of traffic safety infrastructure;</li> <li>• Co-branded safety advertisements for a minimum of twelve (12) partners;</li> <li>• A minimum of six (6) training opportunities by Traffic Safety Community Experts; and</li> <li>• Draft and final report.</li> </ul>	
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.	
<b>Amendment Amount:</b>	Amendment 1	\$31,000
	Original contract value	<u>\$311,131</u>
	<b>Total contract value is not to exceed</b>	<b>\$342,131</b>
<b>Contract Period:</b>	February 20, 2024 through September 30, 2024	
<b>Project Number:</b>	225-3564J9.19    \$31,000 Funding sources: Office of Traffic Safety (OTS Grant) Funding of \$342,131 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Number 225-3564J9.19.	
<b>Basis for the Amendment:</b>	Go Human provides funding and resources to community-based organizations (CBO’s), non-profit organizations that work with community members, and	

Attachment: Contract Summary 24-023-C01 A01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council’s Approval

	<p>social enterprises to perform work that advances traffic safety. With this funding, Go Human acknowledges and values the expertise of these groups. In alignment with education training services, recipients develop, conduct, or participate in an interview, create multimedia content, present in a panel presentation, or implement other creative communications strategies, in service of educational training efforts to advance traffic safety.</p> <p>This amendment increases the number of traffic safety education projects supported by Task 4.2, Community Expert Education Services, in alignment with existing activities to expand reach and capacity based on the Office of Traffic Safety grant revision requirement.</p>
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**CONSULTANT CONTRACT NO. 23-050-C01**

<b>Recommended Consultant:</b>	BB2 Technology Group	
<b>Background &amp; Scope of Work:</b>	Under this agreement, BB2 Technology Group is the reseller for purchasing Latitude 7430 laptops, monitors, and WD19 docks provided by Dell Inc. This contract will provide SCAG with hardware products consistent with general office equipment.	
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Increased staff productivity and efficiency,</li> <li>• Optimized system performance, and</li> <li>• Device troubleshooting and technical support services.</li> </ul>	
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.	
<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$31,856</b>
	BB2 Technology Group (prime consultant)	\$31,856
<b>Contract Period:</b>	May 23, 2023 through May 23, 2026	
<b>Project Number(s):</b>	811-1163.19                      \$31,856	
	Funding source(s): Indirect Costs (IC)	
	Funding of \$31,856 is available in the FY2024-25 Indirect Cost Budget. Funding for subsequent years is subject to budget availability.	
<b>Basis for Selection:</b>	SCAG utilized a Master Service Agreement (MSA) with the National Cooperative Purchasing Alliance (NCPA) and TD Synnex c/o BB2 Technology Group (Agreement No. NCPA Master Contract Number: 1-97; NCPA RFP # 18-19) that was competitively procured. This MSA is specifically designed for local agencies to leverage combined purchasing power for discounted volume pricing.	

Attachment: Contract Summary 23-050-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval



**CONSULTANT CONTRACT NO. 23-052-C01**

<b>Recommended Consultant:</b>	Booz Allen Hamilton, Inc.	
<b>Background &amp; Scope of Work:</b>	<p>In March 2023, SCAG filed a claim with their cyber insurance carrier to receive consultation from the carrier on a potential exposure claim. On the direction of the cyber liability insurance carrier, SCAG opted to have an additional forensic audit conducted by a third party to ensure there was no exposure. Because this was an insurance claim, SCAG is required to leverage the vendors identified by the carrier.</p> <p>The purpose of this project is for Booz Allen Hamilton, Inc. to conduct an assessment and investigation of a possible data and/or security incident. The investigation will be conducted at the direction of the law firm of Constangy, Brooks, Smith &amp; Prophete, LLP and will include a technical analysis of company information technology assets, including but not limited to computer systems and pertinent logs to identify evidence of unauthorized access or exfiltration of sensitive data to include personally identifiable information (PII) or personal health information (PHI).</p>	
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Providing technical analysis of company information technology assets;</li> <li>• Preparing communications and interactions with client staff to obtain relevant evidence, pass along information, and assist in mitigating issues;</li> <li>• Providing a forensic triage analysis of Live Response script results for up to 100 workstations; and</li> <li>• Preparing a report detailing the forensic analysis process and analysis.</li> </ul>	
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal #3: Be the foremost data information hub for the region; and 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>	<b>\$41,250</b>
	Booz Allen Hamilton, Inc. (prime consultant)	\$41,250
<b>Contract Period:</b>	June 6, 2023 through June 30, 2024	
<b>Project Number(s):</b>	800-0160.04 \$41,250	
	Funding source: General Fund	
	Funding of \$41,250 was available in the FY 2022-23, and the FY 2023-24 General Fund budget in Project Number 800-0160.04.	
<b>Request for Proposal:</b>	N/A – Sole Source	
<b>Selection Process:</b>	N/A – Sole Source	

Attachment: Contract Summary 23-052-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval

<p><b>Basis for Selection:</b></p>	<p>The subject contract award is in accordance with the Regional Council Policy Manual, Article VIII, Section 1.2 (updated September 2009, pg. 26), and the SCAG Procurement Manual (January 2021 sections 3.3. and 3.4), which authorizes the Executive Director or his designee (the Chief Financial Officer) to approve a consultant contract without competition, if the contract is less than \$200,000.</p> <p>On March 7, 2023, Human Resources discovered an exposure to their HR Directory and subfolders on the shared drive. On March 8, 2023, SCAG IT completed a fix as well as conducted an audit to determine if there was any exposure. SCAG also filed a claim with their cyber insurance carrier to receive consultation from the carrier on a potential exposure claim. On the direction of the cyber liability insurance carrier, SCAG opted to have an additional forensic audit conducted by a third party to ensure there was no exposure. Because this was an insurance claim, SCAG is required to leverage the vendors identified by the carrier. SCAG’s insurance carrier, Great American Insurance Group, specializes in cyber risk threats and brings on data breach consultants to advise entities like SCAG on the best way to mitigate against any current or future threat. They recommended SCAG to work with Booz Allen Hamilton, Inc. for this forensic audit.</p> <p>SCAG should complete a thorough and third-party impartial investigation into the initial configuration, circumstances that led to the exposure, and the solutions implemented by SCAG IT. Potential and future claims against SCAG could result if proper mitigation recommendations from a forensic auditor are not implemented.</p>
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**CONSULTANT CONTRACT NO. 24-035-C01**

<b>Recommended Consultant:</b>	Staples Contract & Commercial, Inc.				
<b>Background &amp; Scope of Work:</b>	The purpose of this contract is for SCAG to obtain competitively procured beverage services and related supplies.				
<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>• Provide/install/service coffee brewers; and</li> <li>• Provide coffee, tea, and miscellaneous coffee supplies.</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>	<table border="0" style="width: 100%;"> <tr> <td><b>Total not to exceed</b></td> <td align="right"><b>\$100,000</b></td> </tr> <tr> <td>Staples Contract &amp; Commercial, Inc. (prime consultant)</td> <td align="right">\$100,000</td> </tr> </table>	<b>Total not to exceed</b>	<b>\$100,000</b>	Staples Contract & Commercial, Inc. (prime consultant)	\$100,000
<b>Total not to exceed</b>	<b>\$100,000</b>				
Staples Contract & Commercial, Inc. (prime consultant)	\$100,000				
<b>Contract Period:</b>	August 20, 2024 through June 30, 2029				
<b>Project Number(s):</b>	<p>800-0160.04 \$100,000  Funding source(s): General Fund (GF)</p> <p>Funding of \$20,000 is available in the Fiscal Year (FY) 2024-25 General Fund Budget in Project Number 800-0160.04, and the remaining balance will be requested in future fiscal year budgets.</p>				
<b>Basis for Selection:</b>	SCAG utilized a Master Service Agreement (MSA) with Sourcewell Master No. #012320-SCC, which was competitively procured. This MSA is specifically designed for local agencies to leverage combined purchasing power for discounted volume pricing.				

Attachment: Contract Summary 24-035-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval

**CONSULTANT CONTRACT NO. 24-039-C01**

<b>Recommended Consultant:</b>	Alta Planning + Design, Inc.	
<b>Background &amp; Scope of Work:</b>	Consistent with the requirements of the Active Transportation Grant (ATP) Grant that funds this project, the Consultant shall develop a Community Pedestrian Plan (Plan) for the unincorporated community of Lennox for incorporation within the adopted Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities (Step by Step) policy framework. The Plan will contribute to regional goals to increase the percentage of local trips made by walking, reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT), increase awareness for active transportation, and plan for safe connections between essential destinations.	
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Robust technical analysis of connections and access to key destinations, regional economic opportunities and essential services;</li> <li>• Engagement of historically underrepresented and nontraditional stakeholders;</li> <li>• Recommendations for priority safety enhancement projects; and</li> <li>• A final plan that facilitates implementing safety improvements to create a safe and comfortable walkable network for the Lennox community in Los Angeles County.</li> </ul>	
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 1: Establish and implement a regional vision for a sustainable future.	
<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$424,296</b>
	Alta Planning + Design, Inc. (prime consultant)	\$312,519
	Los Angeles Neighborhood Initiative (subconsultant)	\$111,777
<b>Contract Period:</b>	July 29, 2024 Through July 31, 2025	
<b>Project Number(s):</b>	275-4892X7.02	\$424,296
	Funding source(s):	Active Transportation Planning Grant (ATP)
	Funding of \$424,296 is available in Fiscal Year (FY) 2024-25 Overall Work Program (OWP) in Project Number 275-4892X7.02, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.	
<b>Request for Proposal (RFP):</b>	<p>SCAG staff notified 2,130 firms of the release of RFP 24-039 via SCAG's Solicitation Management System website. A total of 33 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:</p> <p>Alta Planning + Design, Inc. (1 subconsultant)          KOA Corporation (2 subconsultants)</p> <p>This solicitation was conducted as an Architectural and Engineering (A&amp;E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked Alta</p>	

Attachment: Contract Summary 24-039-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval)

	Planning + Design, Inc., as the highest (most qualified) proposer and the other offeror's cost proposals were kept sealed.
<b>Selection Process:</b>	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) offerors.</p> <p>The PRC consisted of the following individuals:  Rachel Om, Senior Regional Planner, SCAG  Justin Robertson, Los Angeles Department of Public Health, Senior Planner  Krista Yost, Assistant Regional Planner, SCAG</p>
<b>Basis for Selection:</b>	<p>The PRC recommended Alta Planning + Design, Inc. (Alta) for the contract award because the consultant:</p> <ul style="list-style-type: none"> <li>Proposed a solid and clearly defined technical approach based on existing tools and informed by a current understanding of County processes. Through their previous experience working with LA County Department of Public Health (County), Alta has refined their Quality Assurance and Quality Control (QA/QC) process to ensure deliverables are up to standard. In addition, they will incorporate their innovative data analytics, including customizable tools and builds on existing templates.</li> <li>Formed a team that is experienced with this type of project, exemplified by reference projects that are relevant and impressive. Alta and Los Angeles Neighborhood Initiative (LANI) have worked with the County, particularly on previous rounds of developing pedestrian plans for the County, which will incorporate efficiencies into working with the County effectively. Alta developed a framework for working with LA County Public Works, which they would bring to the project. Therefore, Alta and LANI are familiar with the Step-by-Step framework and its associated templates, County processes, and engagement standards. Overall, Alta has proposed a diverse project team ranging from planners and engineers to graphic designers and data/geospatial analysts, which indicates a well-rounded team to complete this project's scope of work.</li> <li>Has a clear understanding of the work, enhanced by thoughtful value-adds. In particular, the addition of the level of traffic stress analysis under existing conditions shows an understanding of how various factors contribute to people's travel experience. In addition, for Task 4.1, Alta specifically notes their engineers would assess preliminary feasibility, showing their understanding of identifying implementation-ready project recommendations. Under community engagement, the stated goal to equip the Community Advisory Committee with skills rather than simply relying on members to support the project shows an understanding and vision for how the project can support the community in several ways.</li> <li>Proposed a thoughtful schedule that provides a good allowance for reviews and understands the County's two-phased engagement and project development approach.</li> </ul>



**AGENDA ITEM 15**  
**REPORT**

Southern California Association of Governments  
November 7, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** CFO Monthly Report

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

**PLANNING:**

Project Benefits for CFO Quarterly Report FY24 Q4

FY24 Q4 Planning Project Highlights

As part of the CFO's Quarterly Report SCAG staff will be reporting on a selection of contracts that have closed during the previous quarter to highlight the benefits that SCAG's work brings to local jurisdictions and the region.

**21-047-C02 REAP Bench (Master Agreement) VARIOUS CONSULTING FIRMS**

A total of 28 projects representing over \$7 million were procured using the REAP on-call services bench that was established specifically for the Regional Early Action Planning (REAP) 1.0 program. The Regional Council action authorized a streamlined approval process for SCAG projects procured under the bench, which created time savings for the overall program. On-call services or consultant benches have proven effective at delivering numerous projects from the same or similar programs. The benches also allow SCAG's program managers and contracts administrators to embed grant specific language into a master agreement that flows down to all the contracts procured under the bench.

**21-047-MRFP-02 REAP 1.0 - SCAG Development Streamlining ASCENT ENVIRON. INC**

The Development Streamlining Project was a collaboration between SCAG and Ascent Environmental to accelerate housing production. The Project generated fourteen (14) guidance material documents containing detailed information on various state laws that allow for streamlining and shortening of the entitlement process. These materials also include checklists and worksheets for jurisdictions and land use practitioners to directly utilize when reviewing projects for eligibility. In addition, the Project Team hosted several workshops to provide a detailed review of some of these guidance materials with examples and updates to state laws and guidance as applicable. These materials benefit the region by producing user-friendly and detailed materials to implement CEQA streamlining and administrative review processes. Copies of the materials and recordings of the workshops are available on SCAG's website.

**21-047-MRFP-17 REAP 1.0 - SFVCOG Housing Tool ARUP US INC**

The main advantage of adopting a regional approach for the San Fernando Valley Council of Governments (SFVCOG) Vehicle Miles Travelling Tool for Housing is the consistency in technical methodologies for identifying Housing opportunity areas, which can significantly reduce implementation costs for local jurisdictions within the SFVCOG subregion. By establishing a standardized methodology across all jurisdictions, this approach not only enhances collaboration but also streamlines processes, making it easier to address housing challenges collectively and effectively.

**21-047-28,23 & 31 REAP 1.0 - Transit Oriented Station Analyses BAE URBAN ECON INC, LESAR DEVELOPMENT CONSULTANTS and RAIMI ASSOCIATES INC.**

SCAG and Metro created a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership to fund a three-part program that promotes housing production near transit stations. Each part aims to accelerate the delivery of housing and will include evaluating station access, parking strategies, joint development strategies, housing supportive community outreach, and industry forums. The partnership's goal was to plan for nearly 10,000 housing units on transit-adjacent properties.

This work resulted in the successful completion of three Metro projects were developed, a Joint Development Strategy, a Community Collaboration for Equitable Housing Acceleration plan, and Innovative Housing Solutions strategy, all of which are complimentary and bring Metro to achieving its goal of facilitating the development of 10,000 units of housing by 2030.

**21-047-MRFP-24 REAP 1.0 - Palmdale Housing Project LESAR DEVELOPMENT CONSULTANTS**

REAP funding provided planning and development assistance to the City of Palmdale to facilitate the development of approximately 14.32 acres of publicly owned land within the City into housing.

As part of this effort, the City collaborated with its consultants to prepare the site and financial feasibility analysis, the Master Development Plan, a Tentative Tract Map 24-0001, and the environmental documents needed to advance the development of the Project. The proposed Project includes a density bonus to achieve the proposed 330 units (152 affordable walkup apartments, 84 market rate apartments, 60 townhomes, and 34 cottages.). The project is an example of a jurisdiction proactively addressing the regional housing crisis and will accelerate housing production.

**21-047-MRFP-41      REAP 1.0 - Preservation of At Risk Units      HR AND A ADVISORS INC**

SCAG partnered with HR&A advisors to research the challenges to preserving affordable housing, particularly Naturally Occurring Affordable Housing (NOAH). Project deliverables included a detailed Literature Review summarizing existing programs, policies, and case studies, a cost benefit analysis tool to assist local jurisdictions with assessing project level benefits of proposed affordability restrictions in exchange for property tax exemptions, and a detailed white paper with policy recommendations. We also engaged with a Preservation Advisory Committee (PAC) consisting of ten (10) members from representative agencies to weigh in with their experiences and feedback throughout various stages of the Project. This research will inform future work in the area of housing preservation.

**22-025-C01      City of Rialto: Smart Cities Warehousing and Logistics REGENTS OF THE UNIVERSITY OF CALIFORNIA**

The Smart Cities Plan to Mitigate Impacts of Warehousing and Logistics is a study of existing warehousing and logistics conditions in the City of Rialto. It evaluates technological solutions and includes goals, policies, programs, a pilot project concept, and an implementation plan for regulatory changes and investment in intelligent transportation infrastructure. This project aligns with overall SCS regional planning strategies to reduce VMT and GHG emissions. As part of the Inland Empire, the City of Rialto has regional significance as a major warehousing hub and job center. By increasing the accessibility and mobility of people and freight with technology and innovative designs, the project will help create a more sustainable, equitable transportation system in the region and support regional economic vitality.

**22-050-C01      Banning Comprehensive Active Transportation Plan & City of Lynwood Safe Routes to School KTUA**

With funding from the 2020 Sustainable Communities Program Active Transportation and Safety call, the cities of Banning and Lynwood developed a Comprehensive Active Transportation Plan (ATP) and Safe Routes to School Plan (SRTS). The City of Banning ATP not only established citywide existing conditions and recommendations, but also placed additional emphasis on priority areas,



including school routes, crash and injury hot spots, and the eastern portion of town that lacks infrastructure to support walking and biking. The ATP includes a practical implementation strategy with preliminary design schematics and concepts, and data that can be used in grant applications for 15 priority projects, including 6 safe routes to schools projects. The Lynwood SRTS Plan aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets in the city are designed and maintained with all users in mind. The SRTS Plan includes a prioritized list of short-term and long-term recommendations for roadways surrounding each school and citywide recommendations to support a safe biking and walking network for students and all roadway users.

**22-052-C01     Connect SoCal 2024 Regional Community Engagement Program PEACOCK SINNING PUBLIC RELATIONS INC**

Connect SoCal outreach and engagement allowed SCAG to reach a wide range of stakeholders during the development of Connect SoCal 2024. This included partnerships with 16 community-based organizations and hosting 27 in-person and virtual workshops. Other activities included tabling at local events and a region-wide online survey so that people could share their thoughts on the goals and policies for Connect SoCal 2024.

**23-021-C01     Clean Technology Program Compendium and Connect So Cal Support Services ICF INC LLC**

The SCAG Clean Technology Compendium provides a roadmap for Southern California to transition to a cleaner and more sustainable transportation future. The Compendium supports the region by promoting the adoption of clean technology vehicles, expanding charging and refueling infrastructure, and reducing the region's dependence on fossil fuels. The value of the project lies in its identification of key clean technologies, potential benefits, and barriers to adoption, laying the groundwork for strategic planning and policy development. By outlining concrete recommendations for incentive programs, infrastructure development, public education, and technical assistance, the Compendium provides actionable steps for SCAG and local jurisdictions to promote the adoption of clean transportation technologies. These recommendations emphasize the need for a multi-faceted approach that addresses transportation, housing, sustainability, equity, and resilience to effectively achieve these goals.

**23-028-C01     Transportation Safety Community Modeling Project VANASSE HANGEN BRUSTLIN INC DBA VHB**

The Community Safety Modeling project will benefit the region by supporting a more proactive and data-focused approach to local and regional traffic safety planning by providing the capability to quantify planning-level safety outcomes in the scenario planning process. The tool will facilitate a

more robust understanding of how local planning decisions, in conjunction with anticipated demographic and/or land use changes, may affect traffic safety.

#### ACCOUNTING:

##### Membership Dues

As of September 30, 2024, 179 cities, 6 counties, 6 commissions, and 10 tribal governments have paid their FY25 membership dues. SCAG has collected \$2.63M out of \$2.76M billed. This represents 95.47% 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. As of September 30, 2024, SCAG has invested \$27.30 million in the LAIF account and has earned \$283,157.66 in interest income. The interest earnings are distributed on a quarterly basis with an average interest rate of 4.71%. Also as of September 30, 2024, SCAG has invested \$45.31 million in the REAP Money Market Account and has earned \$625,099.64, in interest income.

##### Grant Billing as of September 30, 2024

During FY 2024-25, staff has prepared and submitted requests for reimbursements of approximately \$8.36 million to the following agencies (\$4.88 million is for work completed in FY 2023-24). Additionally, since inception of the REAP programs, SCAG received advance funds of \$44.15 million for REAP 1.0 Program and \$61.51 million for REAP 2.0 Program.

1. **CPG Billing: \$7.34 million** to Caltrans for work funded with federal and state grants; \$4.07 million was for work completed in June 2024 while \$3.27 million was for work completed in July 2024. The entire amount has been received.
2. **ATP Billings: \$0.33 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants that was completed in April 2024 to June 2024. Of the \$0.33 million, \$0.29 million has been received.
3. **OTS Billings: \$0.28 million** to Office of Traffic Safety for work funded with OTS grants that was completed in April 2024 to June 2024. The entire amount has been received.
4. **MSRC Billing: \$0.21 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that was completed in November 2021 to July 2024. Of the \$0.21 million, \$70,000 has been received.
5. **EPRI Billings: \$0.15 million** to the Electric Power Research Institute, Inc. for work funded with the California Energy Commission (CEC) grant that was completed in April 2024 to June 2024. The entire amount has been received.
6. **DOE-Clean Cities: \$27,500** to the Department of Energy for work funded with DOE-Clean Cities grant that was completed in April 2024 to June 2024. The entire amount has been received.

7. **LACI Billing: \$13,820** to LA Cleantech Incubator for work funded with the LACI grant that was completed in April 2024 to June 2024. The entire amount has been received.
8. **FCC ACP: \$8,429** to the Federal Communications Commission for work completed in January 2024 to April 2024. The entire amount has been received.
9. **DOE-UCI: \$1,653** to the Regents of the University of California for work funded with the DOE-Clean Cities grant that was completed in April 2024 to June 2024. The entire amount has been received.
10. **ATN: \$1,098** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that was completed in May 2024 to June 2024. The entire amount is still outstanding.
11. **REAP 1.0: \$44.15 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 1.0 as of September 30, 2024. Each \$11.87 million was received in FY21 and FY23, and \$20.41 million was received in FY24. The entire amount has been expended as of June 2024. There is an unbilled amount of \$2.40 million as of September 30, 2024; of which \$1.70 million is for expenditures incurred in June 2024. The entire amount will be billed to HCD in the final billing due November 21, 2024.
12. **REAP 2.0: \$61.51 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 2.0 as of September 30, 2024. Approximately \$17.11 million has been expended to date (\$0.99 million during FY 2024-25).

#### **BUDGET & GRANTS (B&G):**

On August 31, 2024, staff submitted the FY 2023-24 (FY24) Overall Work Program (OWP) Year-End Package to Caltrans, which included the certification of final expenditures, the final progress report, and the final work products for projects completed in the fiscal year. In October, Caltrans issued a reconciliation letter to confirm unexpended carryover funds totaling \$14.5 million in CPG funds and other state grants as of June 30, 2024.

In September, staff worked on reviewing budget change requests received for Amendment 1 to the FY 2024-25 (FY25) Comprehensive Budget, including the OWP. The Budget Amendment 1 will increase the FY25 Comprehensive Budget in the amount of \$30,867,046, from \$404 million to \$435 million. This Budget Amendment primarily includes adjustments to account for the actual grant balances certified by Caltrans, as well as adjustments for other carryovers for various Federal, State, and Local funding sources. After approval by the Executive/Administration Committee (EAC) and the Regional Council (RC), on November 7, 2024, Budget Amendment 1 to the FY25 OWP will be submitted to Caltrans for final approval.

In October, staff also worked on preparing the FY 2024-25 OWP 1st Quarter Progress Report as well as other progress reports for various grant funded projects. All the progress reports will be submitted to the respective funding agencies by the deadline set forth in the respective funding agreements.

Also, during this month, staff prepared and submitted the budget requests for FY 2025-26 Comprehensive Budget, including the OWP. The preliminary analysis and data will be shared with the Executive Team in November. A draft budget will be presented to the EAC and RC in March 2025.

**CONTRACTS ADMINISTRATION:**

Through the first quarter of fiscal year 2024-25, the Contracts Administration Department staff supported 16 formal procurements and 163 active contracts and issued 339 purchase orders for active agreements. Staff worked with project managers to close 49 contracts that ended from June 30 to August 31, 2024. In this month's consent calendar agenda item "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold," staff reports the execution of six (6) contracts and one (1) contract amendment and issuing 19 purchase orders to support ongoing business operations.

**ATTACHMENT(S):**

1. 110724 CFO Charts



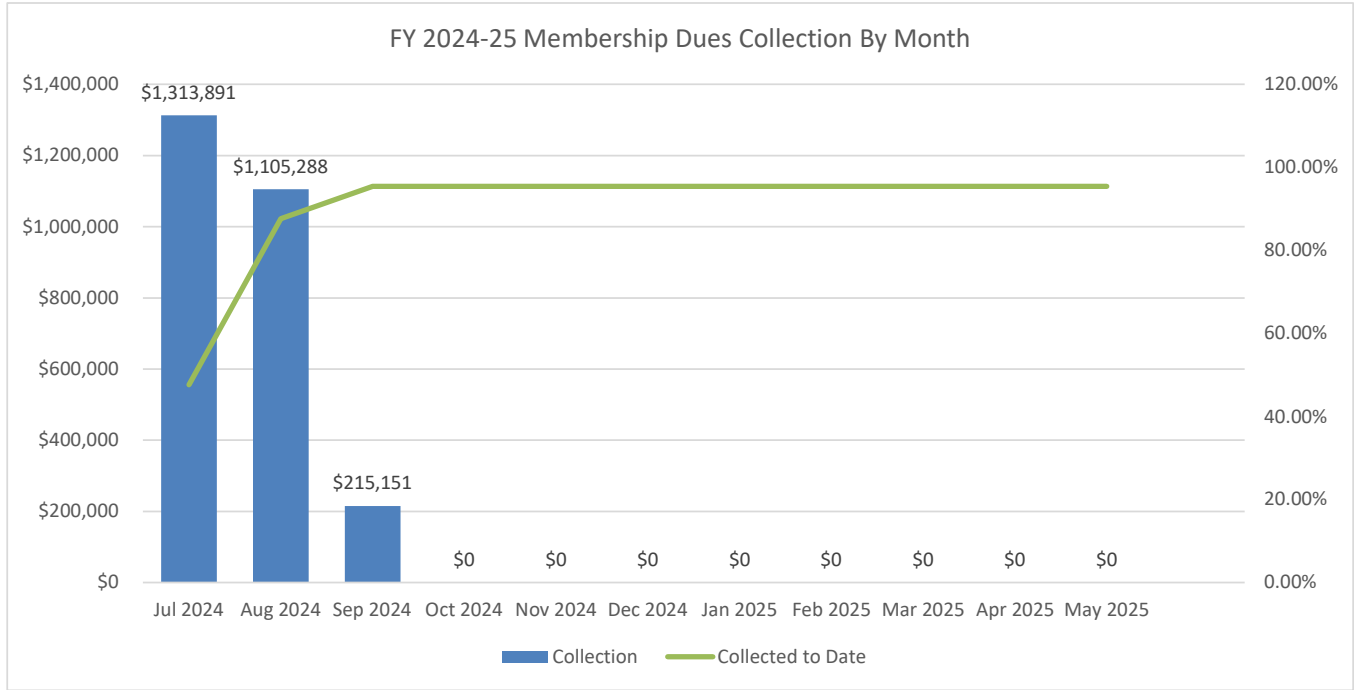
# Office of the Chief Financial Officer

## Quarterly Report

### September 2024



**Membership Dues & Collections**  
 July 1, 2024 through September 30th, 2024



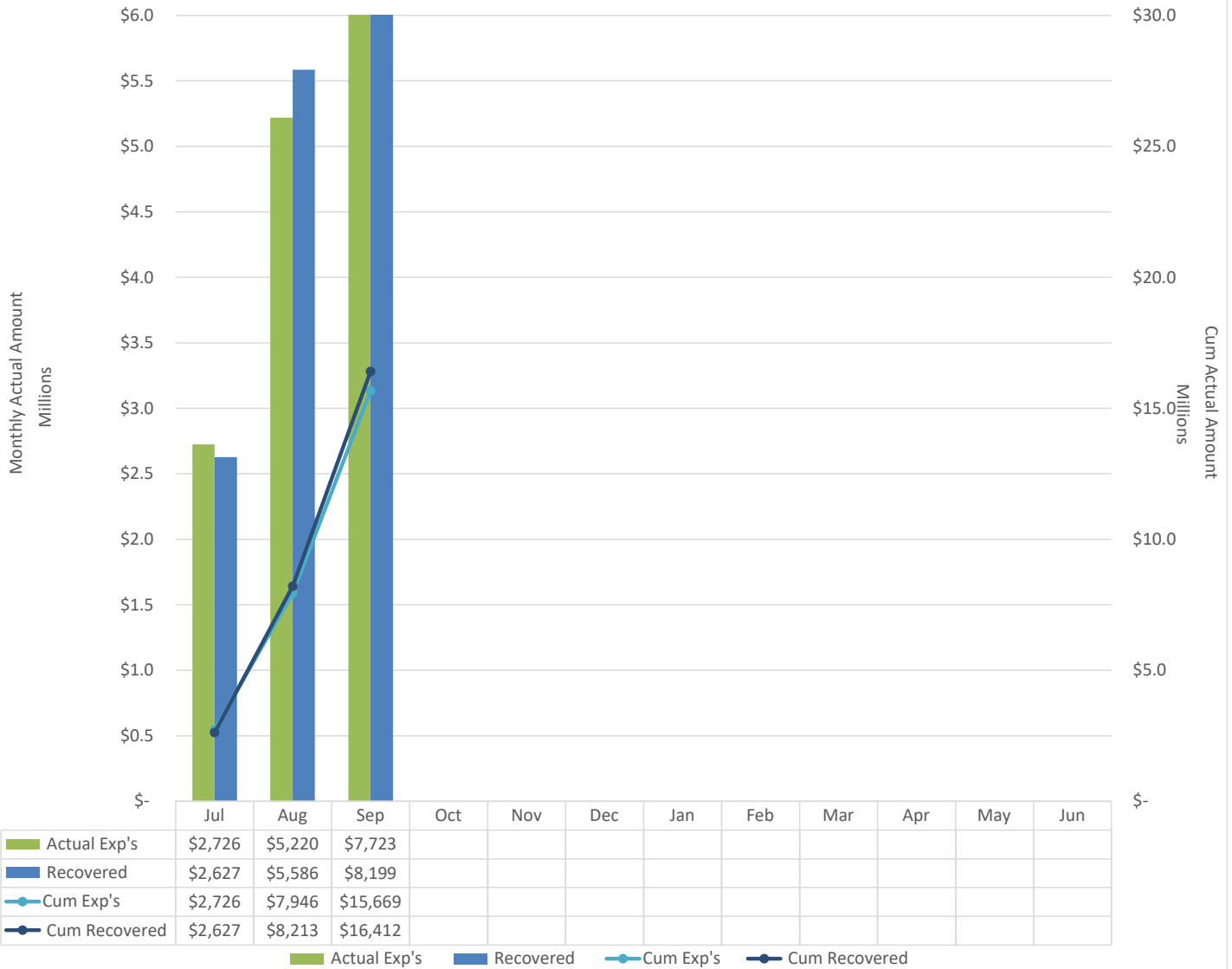
**Summary**  
 As of September 30th, 2024, 179 cities, 6 counties, 6 commissions and 10 tribal governments had paid their FY25 dues. This represents 95.47% of the dues assessment.

FY25 Membership Dues	<u><u>\$ 2,759,319</u></u>
Total Collected	<u><u>\$ 2,634,330</u></u>
Percentage Collected	<u><u>95.47%</u></u>

Attachment: 110724 CFO Charts (CFO Monthly Report)



**Indirect Cost & Recovery**  
**July 1, 2024 through September 30, 2024**



**Attachment: 110724 CFO Charts (CFO Monthly Report)**

**Summary**

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through September 2024, SCAG was over-recovered by \$0.7 million due to unspent Indirect Cost budget. The FY 2024-25 IC rate includes a carry-forward of approximately \$1.5 million, which represents an under-recovery of costs from FY 2022-23.



**Consolidated Balance Sheet  
As of September 2024**

	<u>Sep-24</u>
Cash & Investment	74,102,606 (1)
Other Assets	7,860,802
<b>Total Assets</b>	<b>81,963,408</b>
<b>Total Liabilities</b>	<b>48,326,116 (2)</b>
	-
<b>Fund Balance</b>	<b>33,637,291</b>
	-
<b>Total Liabilities &amp; Fund Balance</b>	<b>81,963,408</b>

(1) No comparison for the first quarter ending September 30, 2024.

Attachment: 110724 CFO Charts (CFO Monthly Report)





**Consolidated Statement of Revenues, Expenditures, and  
Changes in Fund Balances  
Quarter Ended September 2024**

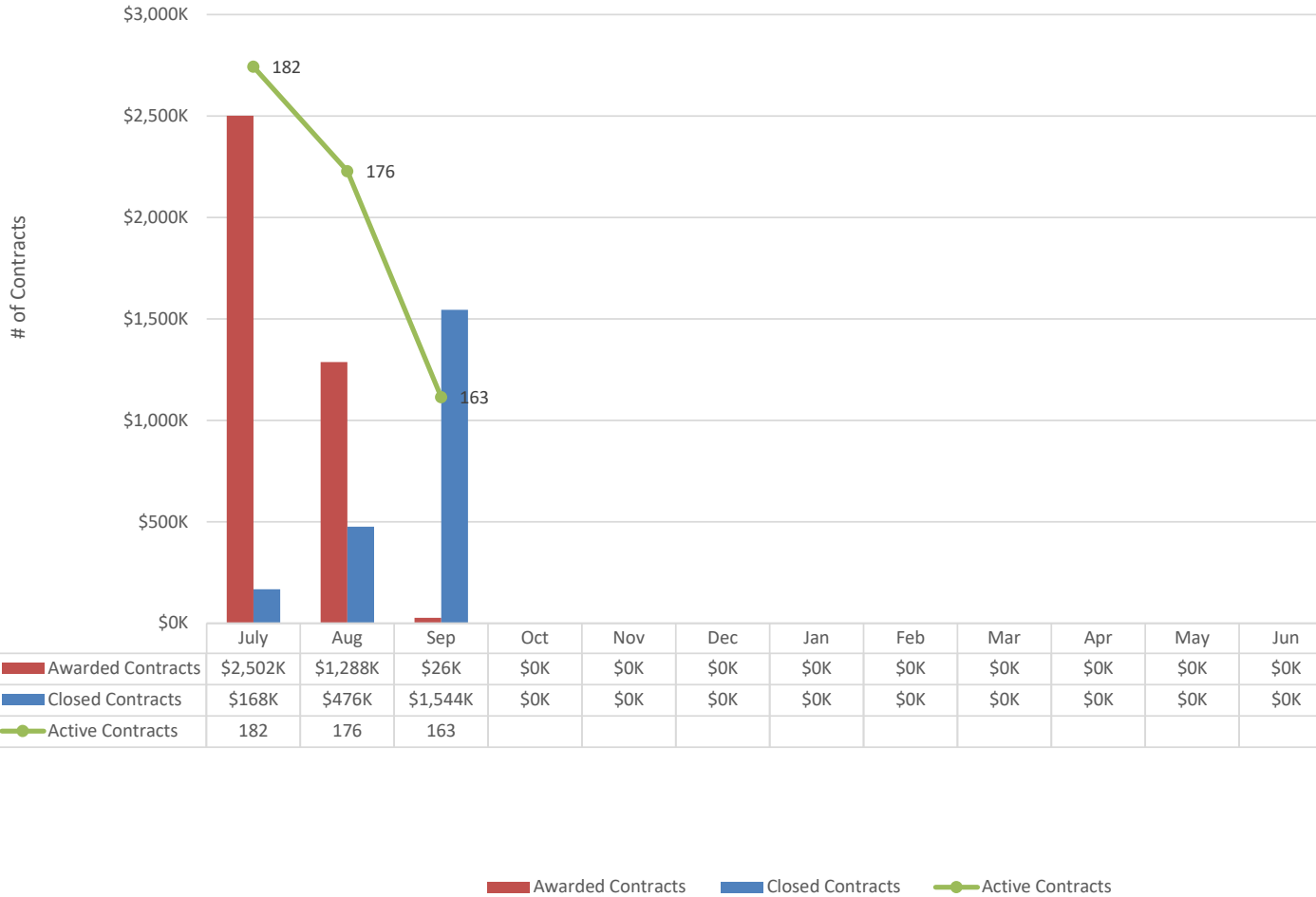
	<b>September 2024 Budgetary Comparison Statement</b>		
	<b>July 1, 2024 to September 30, 2024</b>	<b>FY 2024-25 Budget</b>	<b>Under / (Over) Budget</b>
<b>Revenues</b>	<b>40,954,446</b>	456,034,355	415,079,909 <sup>(1)</sup>
	-	-	
<b>Expenditures:</b>			
Salaries & Benefits	26,545,674	99,756,758	73,211,084
Services & Supplies	6,230,902	356,277,597	350,046,695
<b>Total Expenditures</b>	<b>32,776,576</b>	456,034,355	423,257,779 <sup>(1)</sup>
	-	-	
Change in Fund Balance	8,177,870		(8,177,870)
Fund Balance Beginning of the Year	25,459,422	25,459,422	-
<b>Fund Balance at End of the Period</b>	<b>33,637,291</b>	<b>25,459,422</b>	<b>(8,177,870)</b>
	-		

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. The \$415.5 million revenue variance and the \$423.6 million expenditure variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.

Attachment: 110724 CFO Charts (CFO Monthly Report)



### SCAG Contracts FY2024-25



**Overview**  
This chart shows the number of contracts administered from July to September 2024.

**Summary**

As illustrated on the chart, the Contracts Administration Department is currently managing a total of 163 contracts. Fifteen (15) are Cost Plus Fixed Fee contracts; 71 are Lump Sum contracts, 32 are Time and Materials contracts (includes Labor Hour and Retainer), and 45 are On-Call Services contracts and related Task Orders.

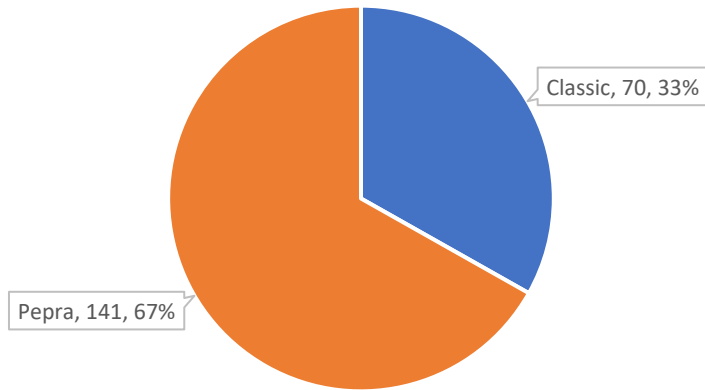
# CFO Report

As of October 1, 2024

## Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Fellows	Total
Executive Office	9	9	0	0	0	0	9
Human Resources	13	12	1	1	0	0	13
Legal Services	3	2	1	1	0	0	3
Finance	37	33	4	2	0	0	35
Information Technology	31	27	4	1	0	0	28
Gov. & Public Affairs	26	24	2	3	0	0	27
Planning & Programs	116	104	12	11	0	1	116
<b>Total</b>	<b>235</b>	<b>211</b>	<b>24</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>231</b>

CalPERS Membership





**AGENDA ITEM 16**  
**REPORT**

Southern California Association of Governments  
November 7, 2024

**To:** Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Annie Nam, Deputy Director  
(213) 236-1827, Nam@scag.ca.gov

**Subject:** Vision of the 2028 Olympic and Paralympic Games and Lessons Learned  
from Paris 2024

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

**EXECUTIVE SUMMARY:**

*Ensuring that all Southern Californians benefit from the preparation and hosting of the 2028 Olympic and Paralympic Games (“Games”) is critical and a major priority for SCAG and our regional partners. With this objective, SCAG staff have been working with our regional partners to develop mobility plans and pursue state and federal funds in support of the transportation infrastructure needed, including mobility during the Games.*

*At the Executive Administration Committee (EAC), discussion will focus on SCAG’s role in mobility planning for the Games and regional planning priorities. The conversation will continue at the RC, where Erin Bromaghim, Deputy Mayor of International Affairs for the City of Los Angeles, will provide an overview of the larger vision and legacy for the Games and discuss opportunities for further regional collaboration and engagement. Additionally, Sam Morrissey, VP of Transportation for LA28 and Vic Nol, Director of Venue Relations for LA28, will discuss lessons learned from Paris 2024, looking ahead to what Los Angeles and the greater Southern California region can accomplish with the 2028 Games.*

**BACKGROUND:**

***Vision of the 2028 Olympic and Paralympic Games***

At the closing ceremony of the Paris 2024 Olympics, Mayor Karen Bass was handed the official Olympic flag, marking the handoff to Los Angeles. In 2028, Los Angeles will host the Olympics for

the third time and the Paralympics for the first time. The Games will be impactful for the entire Southern California region, particularly for the region's transportation networks. With a focus on transit and commitment to sustainability and climate action, Mayor Bass has called for the 2028 Games to be "car-free," providing the opportunity to reimagine mobility in Southern California. Mayor Bass has indicated that public transportation will be the only way to access the city's Games venues. Her plan to address traffic includes using 3,000 buses borrowed from other US cities.

LA Metro's 2028 Games Mobility Concept Plan, outlines the steps to support Mayor Bass' vision, identifying the transportation infrastructure needed to enhance mobility for the Games and beyond. The MCP provides Metro and its partners with a near-term roadmap for funding advocacy, collaboration for project delivery, and achievement of the MCP's objectives.

Further, LA28, a non-profit organization responsible for delivering the Games, in partnership with the City of Los Angeles, have organized the Games Mobility Executive (GME) committee to inform Games transportation planning. The GME partners include Caltrans, LA Metro, Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor's Office, Metrolink, and SCAG.

Regional efforts are focused on ensuring that all Southern Californian's will benefit from this major, global event. SCAG's role in the preparation of the Games will be critical in this way, focusing on regional convenings, administering funding and resources, and developing a comprehensive regional transportation demand management (TDM) approach for the Games. TDM strategies have been instrumental in the success of past games, including the 1984 Summer Olympics in Los Angeles, when SCAG played a key role by coordinating an Olympic Legacy Task Force and developing an outreach program aimed to make transportation improvements permanent.

Mayor Bass also focuses on ensuring that residents and businesses benefit, now and for decades to come. Her approach includes:

1. Welcoming fans inside and outside of official venues - Activations will bring residents together and encourage visitors to explore all the different neighborhoods.
2. Prioritizing local businesses - Local businesses will be connected with the tremendous opportunities the Games will bring.
3. Building Green Infrastructure - Improvements made in advance of the Games will last far beyond 2028 and benefit the region for decades to come.



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At the Executive Administration Committee (EAC), discussion will focus on SCAG’s role in mobility planning for the Games and regional planning priorities. The conversation will continue at the RC, where Erin Bromaghim, Deputy Mayor of International Affairs for the City of Los Angeles, will provide an overview of the larger vision and legacy for the Games and discuss opportunities for further regional collaboration and engagement. Additionally, Sam Morrissey, VP of Transportation for LA28 and Vic Nol, Director of Venue Cities Relations for LA28, will discuss lessons learned from Paris 2024, looking ahead to what Los Angeles and the greater Southern California region can accomplish with the 2028 Games.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2025 Overall Work Program (810.0120.20: Planning Policy Development).



**AGENDA ITEM 17**  
**REPORT**

Southern California Association of Governments  
November 7, 2024

**To:** Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Alisha James, Senior Public Affairs Specialist  
(213) 236-1884, james@scag.ca.gov

**Subject:** State/Regional Partnerships to Accelerate Housing Production

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

**EXECUTIVE SUMMARY:**

*During the 2024 Executive/Administration Committee (EAC) Retreat, the board identified key policy areas for continued engagement with the State agencies, including strengthening policy alignment and partnership to accelerate housing production. The Regional Council will receive a presentation from Dhakshike Wickrema, Deputy Secretary of Homelessness at the State of California, Business, Consumer Services, and Housing Agency on opportunities for improved coordination and collaboration in meeting housing goals.*

*The housing and homelessness crisis is an ever-pressing issue across the State and our region. SCAG's state-mandated role is to distribute the Regional Housing Needs Assessment (RHNA) number, identified by the state, to local jurisdictions by developing a methodology that plans for the existing housing needs and population growth.*

*With funding from the California Department of Housing and Community Development (HCD), SCAG's role in accelerating housing production has increased significantly in recent years to support local jurisdictions to meet their allocated housing need, while also meeting State policy goals. SCAG has established a dynamic housing program that allows for more prohousing funding resources and technical assistance programs that support local cities and counties in implementing their RHNA goals and housing elements. With the recent completion of the \$47 million Regional Early Action Planning (REAP) 1.0 grant program and current implementation of the \$231.5 million REAP 2.0 program, SCAG is putting forward programs that pilot solutions locally that can be scaled across the region and state. This staff report highlights key efforts that SCAG is implementing to tackle barriers to housing production.*

**BACKGROUND:**

With the allocation of \$47 million REAP 1.0 state funding, SCAG implemented a robust technical assistance and funding program that focused on accelerating housing production by providing resources to local jurisdictions, subregional partners and community-based organizations. Building on the success of REAP 1.0, SCAG developed a REAP 2.0 program that integrates housing and climate goals and allows for broader planning and implementation investments. The REAP 2.0 program invests funding and technical assistance into local communities, sub-allocating \$192 million of the \$231.5 million grant award for partner-led projects that address land availability and policy, housing financing, and transportation and utility infrastructure to support housing.

**IMPORTANCE OF RHNA**

RHNA provides a sustainable vision for housing in Southern California, planning for the existing need to address overcrowded and unsafe housing conditions in the region's most accessible locations in addition to planning to accommodate population growth. SCAG's region has a total housing need of 1.3 million units for the 6th cycle, which covers the planning period of October 2021 through October 2029. Jurisdictions use RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. SCAG has been active in soliciting input from local agencies and the Regional Council to inform California's Housing Future 2040: The Next Regional Housing Needs Allocation (RHNA), a report released by HCD in response to the State Legislature pursuant to Assembly Bill 101 (2019) to inform modifications to RHNA. Significant concern has been expressed by members of the CEHD and Regional Council that local input and context is often overlooked in state policy decisions. SCAG has been a champion for increased transparency, sound technical analysis, and meaningful engagement to improve coordination and public confidence decision-making and will continue this approach into the 7<sup>th</sup> cycle. SCAG looks forward to collaborating with the State as the 7<sup>th</sup> cycle approaches to manage a collaborative and transparent process that is centered on addressing housing needs.

SCAG cities and counties are employing strategies such as infill development, ADU development, and mixed-use development to meet RHNA goals, specifically in urban areas and areas with underutilized land. SCAG is funding several of these efforts through our REAP programs including projects that focus on converting underutilized non-residential land uses to residential, evaluating development opportunities of publicly owned land, streamlining permitting processes, developing ADU plans and policies, and funding other planning and capital improvement projects.

**SCAG'S HOUSING IMPACTS**

SCAG's REAP 1.0 program primarily focused on implementing Connect So Cal 2020 and supporting cities and counties in developing their 6th cycle housing elements, along with land use plans, policies and other programs to ensure housing production goals are met. The program focused on



local level implementation that directly led to housing production, by funding programs that support the following core objectives: improving housing equity, increasing housing supply and affordability, increasing accessibility, advancing policy through engagement, increasing diversity/choice, and increasing financial tools.

The REAP 1.0 program resulted in a range of adopted land use plans, development streamlining tools, financing strategies, and planning strategies that have identified best practices and can be scaled across the region. Ultimately, the program presented the importance of capacity-building and the value of incorporating partnerships in the planning process.

The success of the REAP 1.0 program provided the opportunity for SCAG to implement the REAP 2.0 program, allowing for broader planning and implementation investment. The REAP 2.0 program combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies. The program is currently underway and is expected to be completed in June 2026.

The REAP programs are a testament to how state funding and partnership is critical to supporting jurisdictions to do the work that is needed to get compliant housing elements and fund implementation efforts. In recent years, the state has released significant funding to jurisdictions that demonstrate alignment with adopted housing elements and state policy goals, with incentives for local jurisdictions that demonstrate pro-housing efforts. With our state partners support, SCAG is continuing to identify opportunities and investments for cities and counties to find solutions to expedite the production of housing in sustainable communities.

#### **SPEAKER INTRODUCTION**

The Regional Council will be joined by Dhakshike Wickrema, Deputy Secretary of Homelessness at the State of California, Business, Consumer Services, and Housing Agency. Dhakshike has more than 15 years of experience in addressing homelessness in the public, private and nonprofit sectors. Most recently she served in the Office of Los Angeles City Council District 10, where she was Senior Deputy for Homelessness and Housing. She has also served as Senior Deputy for Homelessness and Mental Health in Los Angeles County, where she supported efforts in 2017 to pass Measure H, which funds housing and services to prevent and end homelessness in Los Angeles. She has also worked at Shelter Partnership, a nonprofit focused on public policy and advocacy related to homelessness and affordable housing, and for the World Bank's Poverty Alleviation, Health Services and Social Development sectors.

#### **FISCAL IMPACT:**

Work associated with this item is included in the FY 24-25 Overall Work Program No. 305 – Regional Early Action Planning (REAP) Grants Program – REAP 2.0.



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**To:** Regional Council (RC)

**From:** Lucy Dunn, Ex-Officio Member; Business Representative

**Subject:** Business Report – November 2024

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Here are a few items that business and industry leaders have been following, which may also be of interest to regional public leaders:

- 1. The Fed Cut Interest Rates But Mortgage Rates Aren't Falling.** According to John Burns Research and Consulting, (and as Randall Lewis predicted) after the Fed's 50 basis-point (bps) rate cut in September, some people assumed that mortgage rates would fall in tandem. However, the relationship between mortgage rates and interest rate cuts is not 1:1 historically—mortgage rates depend on a variety of long-term factors like inflation, bond yields, and global risks, not just the Fed's short-term rate changes.

[Labor market strength is pushing up mortgage rates.](#)

Mortgage rates fell steadily in late summer, partly due to expectations of interest rate cuts at the Federal Reserve's September 18 meeting. Rates fell roughly 60 bps from the beginning of August through the end of September and finished the month close to 6.0%, a small but welcome reprieve for prospective homebuyers.

The relief was short-lived. Strong employment data released on October 4 revealed that the US economy added 254,000 jobs in September. Combined with upward revisions to August and July data, the labor market appeared stronger than many anticipated.

Good news for the economy is, unfortunately, bad news for prospective homebuyers. The Fed's September rate cut was predicated on a labor market that was showing signs of softness. Investors expected the Fed to continue cutting interest rates into early 2025 to fend off deterioration in the labor market and stimulate the economy, which had resulted in falling rates for long-term debt like mortgages.

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October's labor market data has called into question whether the Fed will continue to cut rates in the near term. This new uncertainty around the timing of rate cuts pushed up rates for long-term debt, sending mortgage rates closer to 6.6%, a ~50 bps increase from late September.

**If rates fell below 5.5%, nearly half of consumers would take on a mortgage for a new home purchase--but don't expect mortgage rates to fall anytime soon, says John Burns.**

2. **SoCal Housing and Economic Development Insights.** Locally, mortgage rates have gone back up a bit in the last couple of weeks which has negatively impacted new home sales and traffic. There was a nice bump in sales when rates came down but sales agents are reporting that many home shoppers are staying on the sidelines right now. Reasons given include worry about the election, a feeling that interest rates will come down, so why buy now and some concern about the economy.

The CA League of Cities annual convention in Long Beach was well attended. There was an excellent session on economic development and a big theme of the session was that economic development is not for amateurs. It's very hard to do with just one staff person and the market is so competitive that it takes real professionals to be successful. A second session dealt with grant money that is available to cities. There is a significant amount of state and federal grant money available and just like with economic development, the competition is fierce, and cities need a strong plan to be successful in attracting these dollars.

The push for affordable housing by the state is negatively impacting the supply and pricing of market-rate housing. We need new financing programs in the state for affordable housing. When new projects get saddled with requirements for 10 – 40% affordable, it obviously drives up significantly the cost of the market rate housing. This impacts the values that can pay for land and there are stories of properties not being converted to housing, because of this impact on the value for the property.

3. **BIZFED LA to Launch 2025 Pulse Poll in January.** BizFed conducts an annual poll of business leaders to yield actionable insights from every industry sector. They have been generous in the past to share their results with us and I will publish in a future report. A refresher from 2024, their key findings were:

#### **2024 KEY FINDINGS (Refresher)**

- **639 people from 217 organizations representing 20 industries responded the 2024 Pulse Poll.**
  - **Top business concerns in 2024, in descending order of concern, included taxes/fees, crime, homelessness, affordability, and inflation.**
  - **Cost of labor stood out as a primary factor in the increase of anticipated business costs.**
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- **Employee preference was the main driver for allowing remote work.**
  - **Respondents identified "costs associated with running a business in California" as the top driver pushing business owners to leave the state.**
  - **Respondents pointed to weather, family ties, and a robust consumer base as their top reasons for staying in California.**
4. **Business Concerns on Taxes/Fees and Crime.** An LA ordinance that proposes up to \$30 per hour minimum wage for all LAX airport and hotel workers throughout the City of Los Angeles is going through the process toward approval without amendments sought by business and worse than as originally presented 18 months ago. The LA city council president, new committee chair and members seem focused to get this passed with strong support from labor union, Unite HERE. Business contends this will further exaggerate the city's serious budget deficits. It may also put the upcoming LA Olympics in peril as the ordinance expires in 2028, just in time for renewed labor action when the world's eyes on are us. LA Chamber and BizFed are among the groups engaged on this.
- On the ballot November 5, Prop 36 continues its strong support from business groups and California League of Cities. Early polling shows likelihood of passing these reforms to old Prop 47. According to PPIC, seven in ten likely voters favor Proposition 36, which would increase penalties for some theft and drug crimes. [PPIC Polling.](#)
5. **GLUE Council.** Your business and industry advisory council welcomed SCAG President Curt Hagman who highlighted his goals for his term. We discussed the preliminary work of the region's Comprehensive Climate Action Plans being developed in LA, OC, San Bernardino, Riverside and Ventura counties. Annie Nam briefed GLUE on SCAG's warehouse study, Sarah Jepson on her adventures learning about the Paris Olympics, and Michelle Kinman of LA Cleantech Incubator (LACI) on EV infrastructure. GLUE members will be invited to join Regional Council for their economic briefing at the December RC meeting. GLUE Council will develop their 2025 meeting schedule in January.
6. **Orange County Business Expectations Survey for 4<sup>th</sup> Quarter 2024.** Dr. Anil Puri of Cal State Fullerton's Business School completed his last business expectations survey, run quarterly, for 2024. The overall index, OCBX, for the 4th quarter of 2024 increased to 73.1 from 65.7 in the 3rd quarter of 2024, reversing the declines of the last two quarters. It indicates improved business sentiment for the 4th quarter 2024. OCBX index is a measure of the overall view of the economy, and it is constructed from other variables in the survey. A reading of above 50 indicates future growth in the economy. Details with charts here: [Orange County Business Expectations Survey, OCBX 4th Quarter 2024 \(pdf\).](#)
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7. **Signed by Governor Newsom: AB 98 “Gut and Amend” Legislation on Warehouses—Next Steps.** Notwithstanding SCAG’s and over 300 industry letters in opposition, the Governor signed AB 98 without a signing message. BizFed is working with Asm. Juan Carrillo for cleanup language to begin in January 2025. Legislators have “promised” a number of modifications to give any hope of a functioning warehouse system in California, according to BizFed.
  
  8. **Insurance Crisis Update—No Good News.** The state’s default FAIR Plan is the fourth largest insurer in the state, and is the fastest growing insurer in nation. With private insurers leaving California, the FAIR Plan is now at risk for \$500B in assets but only has \$1B in capacity to pay. Efforts to fund the FAIR Plan killed last legislative session. Builders might be able to build homes but not condos reports California Building Industry Association.
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