



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
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Art Brown, Buena Park

Second Vice President
Curt Hagman, County of
San Bernardino

Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration
Jan C. Harnik, Riverside County
Transportation Commission

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

MEETING NO. 653

REGIONAL COUNCIL

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

Thursday, March 2, 2023

12:00 p.m. – 2:00 p.m.

To Attend In-Person:

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

**SCAG Riverside Office – Suite 805
3403 10th Street
Riverside, CA 92501**

To Watch or View Only:

<http://scag.ca.gov/RCLiveStream>

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/249187052>

To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833

Meeting ID: 249 187 052

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. Agendas & Minutes are also available at: <https://scag.ca.gov/meetings-leadership>.

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



Instructions for Attending the Meeting

SCAG is providing multiple options to attend the meeting:

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

To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments): Click the following link: <http://scag.ca.gov/RCLiveStream>

To Attend on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone

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

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



Instructions for Participating and Public Comments

You may participate and submit public comments in three (3) ways:

1. **In Writing**: Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, March 1, 2023. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. All written comments received after 5pm on Wednesday, March 1, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely**: If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person**: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



REGIONAL COUNCIL AGENDA

VIDEOCONFERENCE AVAILABLE AT THE FOLLOWING LOCATION

SCAG Riverside Office
 3403 10th Street, Suite 805
 Riverside, CA 92501

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803</p>	<p>Elizabeth Becerra Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p>	<p>Wendy Bucknum Mission Viejo - City Hall 200 Civic Center Serenata Room Mission Viejo, CA 92691</p>
<p>Letitia Clark 28000 Marguerite Parkway Mission Viejo CA, 92662</p>	<p>Margaret Clark Rosemead - City Hall Council Chamber 8838 E. Valley Blvd. Rosemead, CA 91770</p>	<p>Steve De Ruse 15508 Jacana Drive La Mirada CA, 90638</p>
<p>James Gazeley Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p>Mark E. Henderson South Bay Cities Council of Governments 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>	<p>Laura Hernandez 2620 Captains Avenue Port Hueneme CA, 93041</p>
<p>Trish Kelley Mission Viejo - City Hall 200 Civic Center Serenata Room Mission Viejo, CA 92691</p>	<p>Kathleen Kelly Palm Desert - City Hall 73-510 Fred Waring Drive Council Chamber Conference Room Palm Desert, CA 92260</p>	<p>Tammy Kim Irvine - City Hall 1 Civic Center Plaza Irvine CA, 92614</p>
<p>Lauren Kleiman Newport Beach - City Hall 100 Civic Center Drive, Bay 2E Newport Beach CA, 92660</p>	<p>Vianey Lopez Ventura County Government Center Hall of Administration 800 South Victoria Avenue Conference Room, 4th Floor Ventura, CA 93009</p>	<p>Ken Mann Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>
<p>Steve Manos Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p>	<p>Andrew Masiel Pechanga Development Corporation 45000 Pechanga Parkway Journeys Building, 2nd Floor Temecula CA, 92592</p>	<p>Casey McKeon 23421 South Pointe Drive, Suite 270 Laguna Hills, CA 92653</p>



REGIONAL COUNCIL AGENDA

<p>Marsha McLean Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355</p>	<p>Maria Nava-Froelich Calipatria Unified School District 501 West Main Street, Room 4 Calipatria, CA 92233</p>	<p>Frank Navarro Colton - City Hall Council Conference Room 650 N. La Cadena Drive Colton, Ca 92324</p>
<p>Kim B. Nguyen Garden Grove - City Hall 11222 Acacia Parkway City Council Conference Room 3rd Floor Garden Grove, CA 92840</p>	<p>Zak Schwank Temecula - City Hall 41000 Main Street Great Oak Meeting Room Temecula CA, 92590</p>	<p>David Shapiro Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>
<p>Hilda Solis Kenneth Hahn Hall of Administration 500 West Temple Street Room 856 Los Angeles, CA 90012</p>	<p>Benjamin Vazquez Santa Ana - City Hall 20 Civic Center Plaza, 8th Floor Council Member Office Santa Ana, CA 92701</p>	<p>Donald Wagner County Administration South 601 North Ross Street First Floor, Room 103/105 Santa Ana, CA 92701</p>
<p>Alan Wapner Ontario - City Hall 303 East B Street Executive Conference Room Ontario, CA 91764</p>		



RC - Regional Council *Members – March 2023*

1. **Hon. Jan C. Harnik**
President, RCTC Representative
2. **Hon. Art Brown**
1st Vice President, Buena Park, RC District 21
3. **Sup. Curt Hagman**
2nd Vice President, San Bernardino County
4. **Hon. Clint Lorimore**
Imm. Past President, Eastvale, RC District 4
5. **Hon. Ashleigh Aitken**
Anaheim, RC District 19
6. **Hon. Cindy Allen**
Long Beach, RC District 30
7. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
8. **Hon. Konstantine Anthony**
Burbank, RC District 42
9. **Hon. Kathryn Barger**
Los Angeles County
10. **Hon. Karen Bass**
Member-At-Large
11. **Hon. Elizabeth Becerra**
Victorville, RC District 65
12. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
13. **Hon. Gary Boyer**
Glendora, RC District 33
14. **Hon. Drew Boyles**
El Segundo, RC District 40
15. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



- 16. Hon. Letitia Clark**
Tustin, RC District 17
- 17. Hon. Margaret Clark**
Rosemead, RC District 32
- 18. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 19. Hon. Kevin de León**
Los Angeles, District 61
- 20. Hon. Steve DeRuse**
La Mirada, RC District 31
- 21. Ms. Lucy Dunn**
Business Representative, Non-Voting Member
- 22. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 23. Hon. Margaret Finlay**
Duarte, RC District 35
- 24. Hon. James Gazeley**
Lomita, RC District 39
- 25. Hon. Brian Goodell**
OCTA Representative
- 26. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 27. Hon. Ray Hamada**
Bellflower, RC District 24
- 28. Hon. Mark Henderson**
Gardena, RC District 28
- 29. Hon. Eunisses Hernandez**
Los Angeles, RC District 48
- 30. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 31. Hon. Heather Hutt**
Los Angeles, RC District 57

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



- 32. Hon. Mike Judge**
VCTC Representative
- 33. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 34. Hon. Trish Kelley**
TCA Representative
- 35. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 36. Hon. Tammy Kim**
Irvine, RC District 14
- 37. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 38. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 39. Hon. Linda Krupa**
Hemet, RC District 3
- 40. Hon. John Lee**
Los Angeles, RC District 59
- 41. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 42. Hon. Vianey Lopez**
Ventura County
- 43. Hon. Ken Mann**
Lancaster, RC District 43
- 44. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 45. Hon. Ray Marquez**
Chino Hills, RC District 10
- 46. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 47. Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



- 48. Hon. Casey McKeon**
Huntington Beach, RC District 64
- 49. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 50. Hon. Tim McOsker**
Los Angeles, RC District 62
- 51. Hon. Lauren Meister**
West Hollywood, RC District 41
- 52. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 53. Hon. Marisela Nava**
Perris, RC District 69
- 54. Hon. Maria Nava-Froelich**
ICTC Representative
- 55. Hon. Frank Navarro**
Colton, RC District 6
- 56. Hon. Oscar Ortiz**
Indio, RC District 66
- 57. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 58. Hon. Traci Park**
Los Angeles, RC District 58
- 59. Sup. Luis Plancarte**
Imperial County
- 60. Hon. Curren Price**
Los Angeles, RC District 56
- 61. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 62. Hon. Sandy Rains**
Laguna Niguel, RC District 12
- 63. Hon. Nithya Raman**
Los Angeles, RC District 51

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



- 64. Hon. Gil Rebolgar**
Brawley, RC District 1
- 65. Hon. Rocky Rhodes**
Simi Valley, RC District 46
- 66. Hon. Rex Richardson**
Long Beach, RC District 29
- 67. Hon. Deborah Robertson**
Rialto, RC District 8
- 68. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 69. Hon. Ali Saleh**
Bell, RC District 27
- 70. Hon. Tim Sandoval**
Pomona, RC District 38
- 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. Hon. Benjamin Vazquez**
Santa Ana, RC District 16

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



80. Sup. Donald Wagner
Orange County

81. Hon. Alan Wapner
SBCTA Representative

82. Hon. Katy Yaroslavsky
Los Angeles, RC District 52

83. Hon. Frank A. Yokoyama
Cerritos, RC District 23

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, March 2, 2023
12:00 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Jan Harnik, President)

GENERAL INFORMATION FOR PUBLIC COMMENTS

Members of the public can participate in the meeting via written or verbal comments. Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received by 5pm on Wednesday, March 1, 2023 will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 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.

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 members of the public participating in-person, Public Comment Cards are available. For members of the public attending remotely, please wait for the presiding officer to call the item and then indicate your interest in offering public comment by using the "raise hand" function on your computer or pressing *9 on your telephone.

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

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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



REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

- 1. Goods Movement Supply Chain Resolution PPG. 11
(Kome Ajise, Executive Director)

RECOMMENDED ACTION:

Adopt the Resolution No. 23-653-1 of the Southern California Association of Governments pertaining to Goods Movement Supply Chain, which the resolution affirms a call-to-action due to increasing supply chain volatility and complexity in the SCAG region and committing to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system.

- 2. Approval of the Fiscal Year 2023-24 Draft Comprehensive Budget PPG. 33
(Cindy Giraldo, Chief Financial Officer)

RECOMMENDED ACTION:

That the Regional Council (RC): 1) Approve the Fiscal Year 2023-24 (FY 2023-24) Draft Comprehensive Budget in the amount of \$348,972,434; 2) Authorize the release of the FY 2023-24 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2023-24 General Fund Budget and Membership Assessment and transmit to the General Assembly.

CONSENT CALENDAR

Approval Items

- 3. Minutes of the Regular Meeting – February 2, 2023 PPG. 121
- 4. Contract Amendment Greater Than 30% of the Contract’s Original Value and \$150,000 or Greater: Contract No. 21-012- C01, Amendment No. 2, Microsoft Enterprise Software License Agreement PPG. 138
- 5. Connect SoCal 2024: Draft Active Transportation Approach and Regional Complete Streets Policy PPG. 146
- 6. REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Funding Application PPG. 163
- 7. Approval of Guidelines and Authorization to Release the Call for Fellowship Providers PPG. 196
- 8. SCAG Memberships and Sponsorships PPG. 210

Receive and File

- 9. March 2023 State and Federal Legislative Update PPG. 213



- 10. Fiscal Year 2021-22 External Financial Audit PPG. 218
- 11. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold PPG. 225
- 12. CFO Monthly Report PPG. 231

BUSINESS REPORT

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

PRESIDENT'S REPORT

(The Honorable Jan Harnik, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
March 2, 2023

To: Regional Council (RC)
From: Scott Strolecki, Planning Supervisor
(213) 236-1893, strolecki@scag.ca.gov
Subject: Goods Movement Supply Chain Resolution

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Adopt the Resolution No. 23-653-1 of the Southern California Association of Governments pertaining to Goods Movement Supply Chain, which the resolution affirms a call-to-action due to increasing supply chain volatility and complexity in the SCAG region and committing to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On February 2, 2023, the Transportation Committee recommended that the Regional Council adopt the goods movement supply chain resolution (attached). Additionally, staff have invited the following speakers to address the Regional Council: Chris Shimoda, Senior Vice President, Government Affairs, California Trucking Association (CTA), and Thomas Jelenic, Vice President, Pacific Merchant Shipping Association (PMSA).

During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19 (2020-current), war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally. At the same time, the focus on freight movement has never been higher with federal and state support of investments to improve freight fluidity, efficiency, and resilience.

The SCAG region is home to the largest port complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports) and has an extensive intermodal freight network that supports the flow of goods throughout the region, state and nation. Goods movement contributes to the SCAG region's economy and supports a diversity of jobs in

transportation and logistics, manufacturing, wholesale and retail trade and construction, generating over one-third of all jobs in the region. The volume of trade, position of the SCAG region as a key node in global supply chains, and enormous consumer market with extensive landside transportation infrastructure, demands that SCAG develop strategies to accommodate growing freight movement while simultaneously facing the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated impacts of goods movement.

SCAG staff have been working with the region's key freight transportation partners and stakeholders to support a regional call-to-action including core principles to address critical goods movement supply chain challenges and needs based on increasing instability. These principles intend to:

- *Affirm SCAG's commitment to leverage and prioritize investments particularly with mutual co-benefits for freight and passenger/commuter rail;*
- *Prioritize community and environmental justice concerns together with economic needs;*
- *Continue to explore and advance transitions towards zero-emissions and clean technologies;*
- *Recognize the need for comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies; and*
- *Pledge to continue advocating with local, state, and federal partners on continued investment needs.*

The recommended goods movement supply chain resolution codifies these five principles, including integration within Connect SoCal 2024, leveraging further work like SCAG's Last Mile Freight Program, and next Regional Comprehensive Goods Movement Plan and Implementation Strategy. The resolution reaffirms SCAG's regional leadership role and commitment to current and future challenges with respect to the goods movement supply chain.

BACKGROUND:

During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19 (2020-current), war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally. At the same time, the focus on freight movement has never been higher with federal and state support of investments to improve freight fluidity, efficiency, and resilience.

The SCAG region is home to the largest port complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports) and has an extensive multimodal freight network that supports the flow of goods throughout the region, state and nation. Goods movement

contributes to the SCAG region's economy and supports a diversity of jobs in transportation and logistics, manufacturing, wholesale and retail trade and construction, generating over one-third of all jobs in the region. The volume of trade, position of the SCAG region as a key node in global supply chains, and enormous consumer market with extensive landside transportation infrastructure, demands that SCAG develop strategies to accommodate growing freight movement while simultaneously facing the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated impacts of goods movement.

The SCAG region continues to be over-burdened by freight demand cycles, and the effects have been more acute with recent supply chain system breakdowns, resulting in bottlenecks from port congestion to warehouse and distribution centers filling up and dwell times doubling, with rippling effects across the nation.

Recent trends have displayed a sustained exponential increase in freight activity and volatility, impacting the entirety of the SCAG region goods movement system operations, throughput, and efficiency:

- The San Pedro Bay Ports have witnessed 26 consecutive months of growth from 2019 monthly levels, with only 5 months seeing growth below 10%; the last four months, however, have shown declines, with loss of market share.
- Los Angeles and Ontario International Airports witnessed 31 consecutive months of growth from 2019 levels, with only 3 months lower than 10%.
- Border crossings (northbound) have witnessed 27 consecutive months of growth from 2019 levels, with only 7 months seeing growth below 10%.
- The Port of Hueneme has witnessed 12 consecutive months of total trade growth from 2019 levels, with only 1 month below 15%.
- Industrial occupied square footage stands above 1.5 billion for the SCAG region, with vacancy rates still near all-time lows below 2%.
- Truck traffic on key corridors, including the Interstate 710 (I-710), have increased by about 50 percent daily (based on PeMS through July using January 2020 as benchmark).
- East-west corridors, including State Route 60 (SR-60) and Interstate 10 (I-10), provide access to major warehouse clusters in the San Gabriel Valley (especially in the City of Industry) and the Inland Empire (including major concentrations in Ontario, Fontana, and Mira Loma); SR60 is a primary access route to many of these locations with over 50 percent of the region's warehouse space located within five miles of the highway.
- Sections of Interstate 10 (I-10), I-15, State Route 60 (SR-60) and SR-91, which carry the highest volumes of truck traffic in the region, averaged more than 25,000 trucks per day per Connect SoCal.
- Both SR-60 at SR-57 and I-10 at I-15 are identified as top 10 truck bottlenecks in the nation for 2022 by the American Transportation Research Institute.

- Nearly 90% of the 1.2 million daily truck trips in the region serve local distribution needs and rely upon the SCAG region roadway network.

SCAG has a strong history of working very closely with many of the region's key freight partners and stakeholders, including communities. Beginning in early in 2022 and throughout the year, increasing interest through various listening sessions, meetings, forums, and discussions has continued to focus on the need to organize and come up with comprehensive and cohesive strategies and approaches to dealing with the recent trends and impacts from freight industries and global supply chains.

This regional dialogue has culminated in the opportunity and necessity to initiate a goods movement resolution as a call-to-action and means to codify the region's path forward towards developing a holistic strategy to resolve key goods movement challenges and issues.

2024 Connect SoCal Update & Other Goods Movement Efforts

SCAG staff are currently in the development stages for the 2024 Connect SoCal Update Goods Movement Technical Report. Key related activities include the development and management of the Last Mile Freight Program (LMFP), curb space management partnerships with cities across the region, integrated passenger and freight rail planning and model simulation, and further study and analyses of major trade gateways including the region's seaports, airports, and land ports of entry, industrial distribution and warehouse growth, retail and wholesale industries, and e-commerce changes that have been occurring of late.

Concurrently, the SCAG freight team has been coordinating closely with federal and state peers and partners, assessing numerous funding opportunities to ensure that the SCAG region will remain competitive across various programs and funding opportunities. SCAG staff will be bringing a more detailed information item to the Transportation Committee this spring to provide a full walkthrough of the 2024 Connect SoCal Update Draft Goods Movement Approach.

SCAG staff have also been reviewing funding opportunities directly applicable for the next Regional Goods Movement Comprehensive Plan and Implementation Strategy Update. It has been a decade since SCAG last performed an extensive and comprehensive goods movement assessment considering regional economic goals, addressing critical mobility challenges and supply chain issues, while balancing the needs of preserving the environment and contributing to community livability and quality of life goals. There are many opportunities for this update including augmenting technical modeling components to reflect last mile freight trips, expanding strategies for implementation across newer technologies, and working more closely with all key freight stakeholders.

Core Goods Movement Resolution Principles

To best support the region in a Goods Movement call-to-action, five principles have been developed in collaboration with key freight stakeholders in all six counties. In approving the Resolution, the Regional Council:

- 1) Affirms its commitment to leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.**

Directs staff to: advance recommendations from SCAG's Integrated Passenger and Freight Rail Study into the 2024 Connect SoCal update and as part of future updates to SCAG's Regional Comprehensive Goods Movement Plan and Implementation Strategy.

- 2) Prioritizes community and environmental justice concerns together with economic needs and supports workforce development opportunities particularly around deployment of zero-emissions and clean technologies, and their supporting infrastructure.**

Directs staff to: advocate for state and federal investment to catalyze the region's roadmap to a zero-emissions future, including funding for workforce preparedness around the deployment of zero-emission vehicles and their supporting infrastructure. In addition to measures to reduce air pollution emissions from goods movement sources, focus on efforts to assess economic opportunities and to expand the number of – and access to – higher paying goods movement industry jobs for residents of the SCAG region. Also seek to improve communication and outreach to obtain greater participation from those traditionally underrepresented.

- 3) Continues to explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies, where viable.**

Directs staff to: complete SCAG's regional blueprint and action plan to develop supporting infrastructure for medium and heavy duty zero emission trucks. Continue to advocate for funding to support investment in charging and fueling infrastructure, further development of existing prototypes to bring down costs and address operational challenges, and incentives for the full commercial deployment of zero-emission vehicles. Additionally, study alternative conveyance systems to assess feasibility.

- 4) Recognizes the need for comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies, integrated with road and rail infrastructure.**

Directs staff to: include in the FY24 OWP a task to update SCAG's Regional Comprehensive Goods Movement Plan and Implementation Strategy, including a systems level plan for

inland port strategies, along with strategic operational approaches to address increasing supply chain volatility and to prepare for major events including the FIFA World Cup and Summer Olympics coming to Los Angeles in 2026 and 2028 respectively. Continue to scale SCAG's Last Mile Freight Program to support the deployment of innovative operational pilots together with zero-emission technologies.

- 5) Pledges to continue advocating with local, state and federal partners on the need for continued, significant investment in a safe, secure, clean and efficient multi-modal transportation system, including both highways and rail, to support the movement of goods across the region.**

Directs staff to: continue to plan and advocate for funding and policies that support strategic multi-modal transportation investment to support the movement of goods and advance solutions identified in SCAG's Regional Comprehensive Goods Movement Plan and Implementation Strategy. Additionally, build upon previous state efforts to conduct a more focused regional truck parking study to identify strategies to minimize off-highway system impacts, particularly in under-resourced communities.

Directs staff to: collaborate with stakeholders to continue to update the regional goods movement project priority list for inclusion in the 2024 Connect SoCal update.

Directs staff to: facilitate better coordination and collaboration amongst local, state, and federal agency partners, in addition to private stakeholders, to coalesce the region in advancing more strategic investments that would result in better outcomes for the region, state, and nation.

The overview and principles above define the call-to-action and intent of the goods movement resolution, including alignment with the 2024 Connect SoCal Update and areas of direction for SCAG staff to continue to support the most critical goods movement needs throughout the region.

The corresponding Goods Movement Resolution is attached.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP under 130.0162.18 (Goods Movement Planning) and 130.0162.18 (Regional Partner Agency Collaboration).

ATTACHMENT(S):

1. Resolution No. 23-653-1 - GM Supply Chain
2. PowerPoint Presentation - PMSA



RESOLUTION NO. 23-653-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING A CALL-TO-ACTION DUE TO INCREASING SUPPLY CHAIN VOLATILITY AND COMPLEXITY IN THE SCAG REGION AND COMMITTING TO ONGOING COLLABORATION WITH LOCAL, STATE, AND FEDERAL PARTNERS TO PLAN, FUND AND IMPLEMENT PROJECTS AND STRATEGIES THAT ENSURE A SAFE, RESILIENT, AND EFFICIENT SUPPLY CHAIN AND GOODS MOVEMENT SYSTEM

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 Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

WHEREAS, the Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and 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, through the continuing, comprehensive, and coordinated transportation planning process in conformance with all applicable federal and state requirements, SCAG develops and prepares the Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS,” “Connect SoCal” or “Plan”); and

WHEREAS, Connect SoCal sets forth the long-range regional plan, policies and strategies for transportation improvements and regional growth throughout the SCAG region; and

WHEREAS, the SCAG region is home to the largest port complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports), and has an extensive multimodal freight network that supports the flow of goods throughout the region, state and nation; and

WHEREAS, goods movement contributes to the SCAG region’s economy and supports a diversity of jobs in transportation and logistics, manufacturing, wholesale and retail trade and construction, generating over one-third of all jobs in the region; and

WHEREAS, the volume of trade, position of the SCAG region as a key node in global supply chains, and enormous consumer market with extensive landside transportation infrastructure, demands that SCAG develop strategies to accommodate growing freight movement; and

WHEREAS, SCAG simultaneously faces enormous responsibility to identify and promote effective policies and strategies to mitigate the associated impacts of goods movement; and

Attachment: Resolution No. 23-653-1 - GM Supply Chain [Revision 1] (Goods Movement Resolution)

WHEREAS, the SCAG region continues to be over-burdened by freight demand cycles, and the effects have been more acute with recent supply chain system breakdowns, resulting in bottlenecks from port congestion to warehouse and distribution centers filling up and dwell times doubling, with rippling effects across the nation; and

WHEREAS, recent trends have displayed a sustained exponential increase in freight activity and volatility, impacting the entirety of the SCAG region’s goods movement system operations, throughput and efficiency:

- The San Pedro Bay Ports have witnessed 26 consecutive months of growth from 2019 monthly levels, with only 5 months seeing growth below 10%; the last four months, however, have shown declines, with loss of market share.
- Los Angeles and Ontario International Airports witnessed 31 consecutive months of growth from 2019 levels, with only 3 months lower than 10%.
- Border crossings (northbound) have witnessed 27 consecutive months of growth from 2019 levels, with only 7 months seeing growth below 10%.
- The Port of Hueneme has witnessed 12 consecutive months of total trade growth from 2019 levels, with only 1 month below 15%.
- Industrial occupied square footage stands above 1.5 billion for the SCAG region, with vacancy rates still near all-time lows below 2%.
- Truck traffic on key corridors, including the Interstate 710 (I-710), have increased by about 50 percent daily (based on PeMS through July using January 2020 as benchmark).
- East-west corridors, including State Route 60 (SR-60) and Interstate 10 (I-10), provide access to major warehouse clusters in the San Gabriel Valley (especially in the City of Industry) and the Inland Empire (including major concentrations in Ontario, Fontana, and Mira Loma); SR-60 is a primary access route to many of these locations with over 50 percent of the region’s warehouse space located within five miles of the highway.
- Sections of Interstate 10 (I-10), I-15, State Route 60 (SR-60) and SR-91, which carry the highest volumes of truck traffic in the region, averaged more than 25,000 trucks per day per Connect SoCal.
- Both SR-60 at SR-57 and I-10 at I-15 are identified as top 10 truck bottlenecks in the nation for 2022 by the American Transportation Research Institute.
- Nearly 90% of the 1.2 million daily truck trips in the region serve local distribution needs and rely upon the SCAG region roadway network.

WHEREAS, the sheer size and complexity of the goods movement system and supporting infrastructure is a testament to the region’s unique scale in the U.S. and as an MPO, SCAG has adopted a vision for the region’s goods movement system; and

WHEREAS, SCAG supports a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region’s economic vitality, attainment of clean air standards, and quality of life for our communities; and

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

- 1. Affirms its commitment to leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.**

Directs staff to: advance recommendations from SCAG’s Integrated Passenger and Freight Rail Study into the 2024 Connect SoCal update and as part of future updates to SCAG’s Regional Comprehensive Goods Movement Action Plan and Implementation Strategy.

- 2. Prioritizes community and environmental justice concerns together with economic needs and supports workforce development opportunities particularly around deployment of zero-emissions and clean technologies, and their supporting infrastructure.**

Directs staff to: advocate for state and federal investment to catalyze the region’s roadmap to a zero-emissions future, including funding for workforce preparedness around the deployment of zero-emission vehicles and their supporting infrastructure. In addition to measures to reduce air pollution emissions from goods movement sources, focus on efforts to assess economic opportunities and to expand the number of – and access to – higher-paying goods movement industry jobs for residents of the SCAG region. Also seek to improve communication and outreach to obtain greater participation from those traditionally underrepresented.

- 3. Continues to explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies, where viable.**

Directs staff to: complete SCAG’s regional blueprint and action plan to develop supporting infrastructure for medium and heavy duty zero emission trucks. Continue to advocate for funding to support investment in charging and fueling infrastructure, further development of existing prototypes to bring down costs and address operational challenges, and incentives for the full commercial deployment of zero-emission vehicles. Additionally, study alternative conveyance systems to assess feasibility.

- 4. Recognizes the need for comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies, integrated with road and rail infrastructure.**

Directs staff to: include in the FY24 OWP a task to update SCAG’s Regional Comprehensive Goods Movement Action Plan and Implementation Strategy, including a systems level plan for inland port strategies, along with strategic operational approaches to address increasing supply chain volatility and to prepare for major events including the FIFA World Cup and Summer Olympics coming to Los Angeles in 2026 and 2028 respectively. Continue to scale SCAG’s Last Mile Freight Program to support the deployment of innovative operational pilots together with zero-emission technologies.

- 5. Pledges to continue advocating with local, state, and federal partners on the need for continued, significant investment in a safe, secure, clean and efficient multi-modal transportation system, including both highways and rail, to support the movement of goods across the region.**

Directs staff to: continue to plan and advocate for funding and policies that support strategic multi-modal transportation investment to support the movement of goods and advance solutions

identified in SCAG's Regional Comprehensive Goods Movement Plan and Implementation Strategy. Additionally, build upon previous state efforts to conduct a more focused regional truck parking study to identify strategies to minimize off-highway system impacts, particularly in under-resourced communities.

Directs staff to: collaborate with stakeholders to continue to update the regional goods movement project priority list for inclusion in the 2024 Connect SoCal update.

Directs staff to: facilitate better coordination and collaboration amongst local, state, and federal agency partners, in addition to private stakeholders, to coalesce the region in advancing more strategic investments that would result in better outcomes for the region, state, and nation.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 2nd day of March, 2023.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

Port Competitiveness & the Supply Chain

March 2, 202

Thomas Jeleni
Vice President

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

The Pacific Merchant Shipping Association (PMSA) is an independent, not-for-profit association focused on global trade, with offices in Oakland, Long Beach and Seattle.

PMSA represents owners and operators of marine terminals and U.S. and foreign vessels operating throughout the world.

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

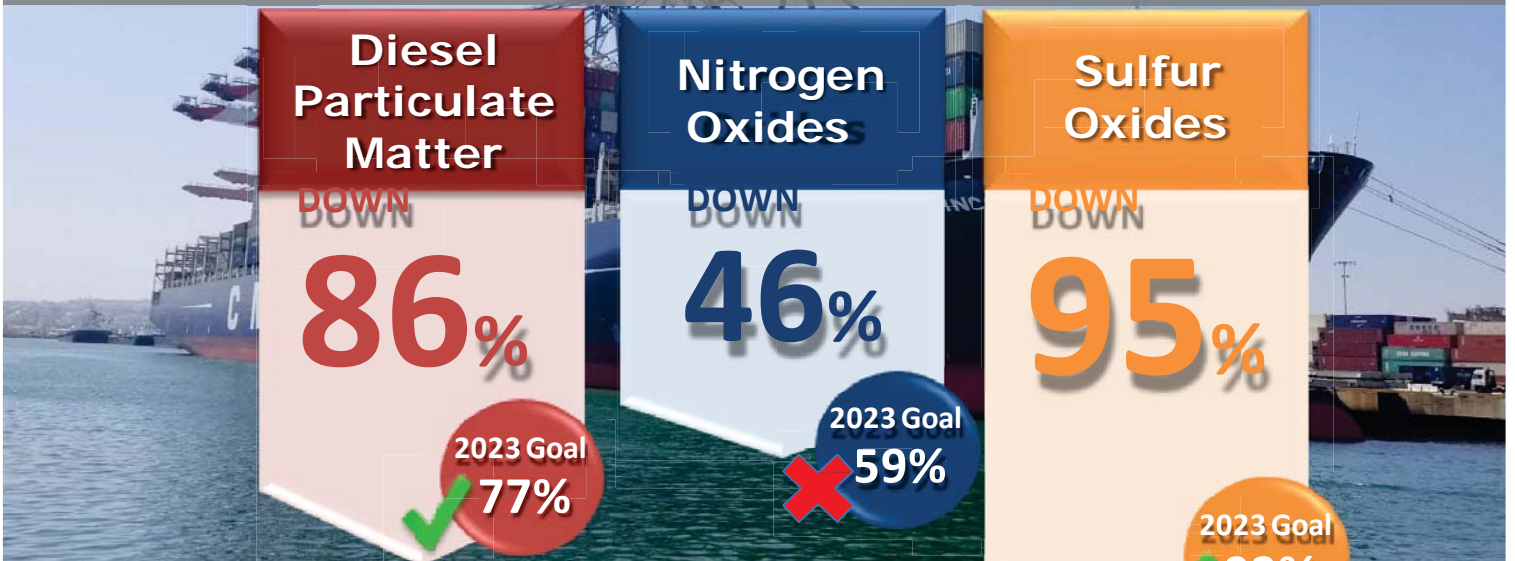
Attachment: PowerPoint Presentation - PMSA (Goods Movement Resolution)

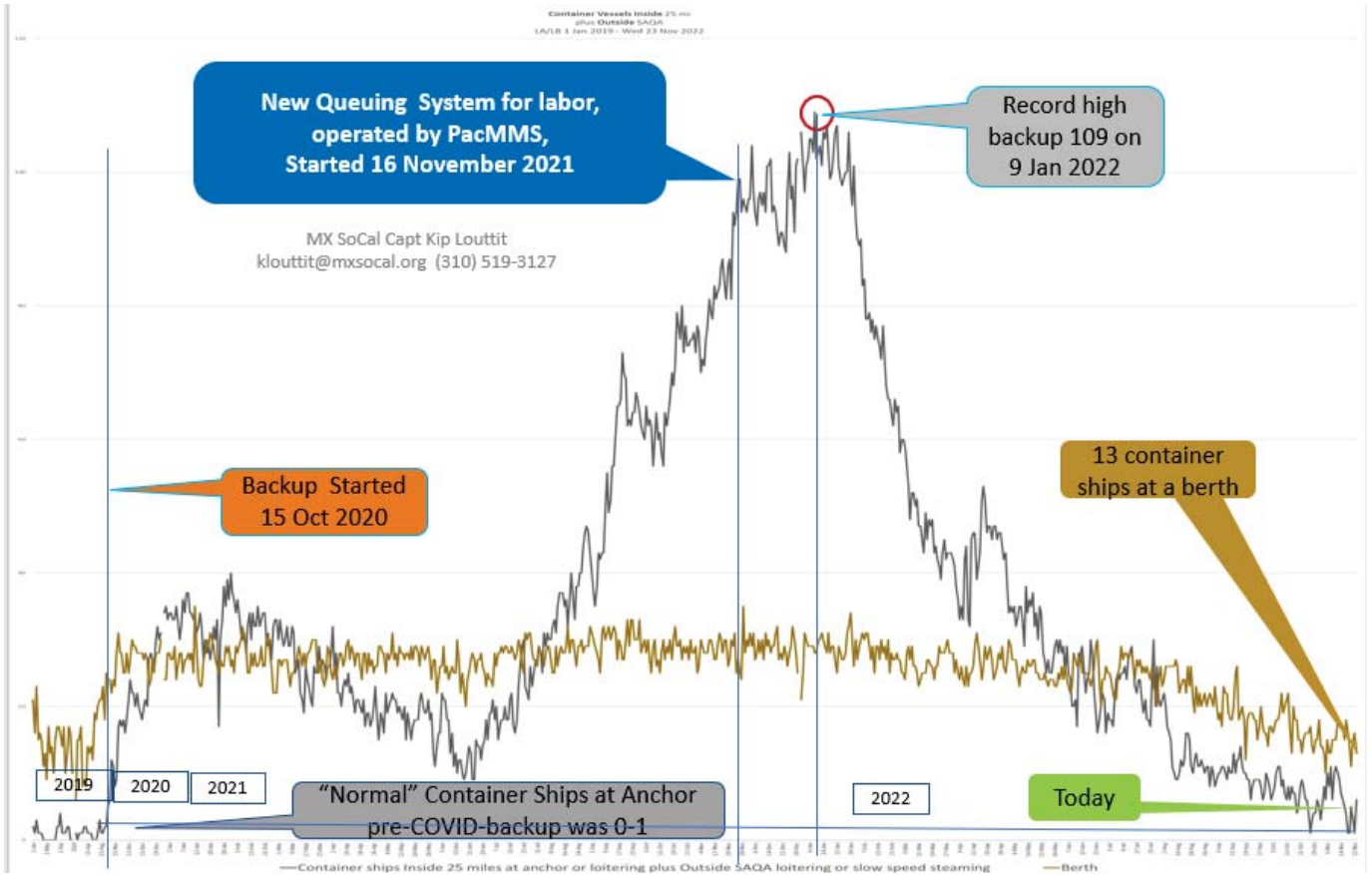
Issues Facing Industry

Supply Chain Disruptions
Market Share Loss
Uncertainty

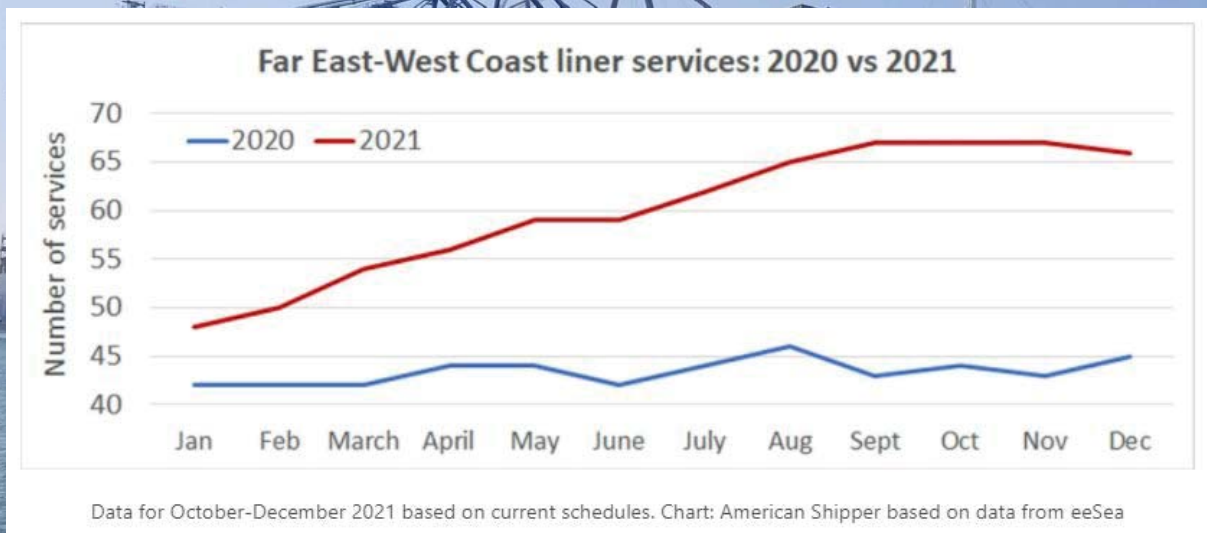


Progress Continues on Air Quality Goals (2005 vs 2021)



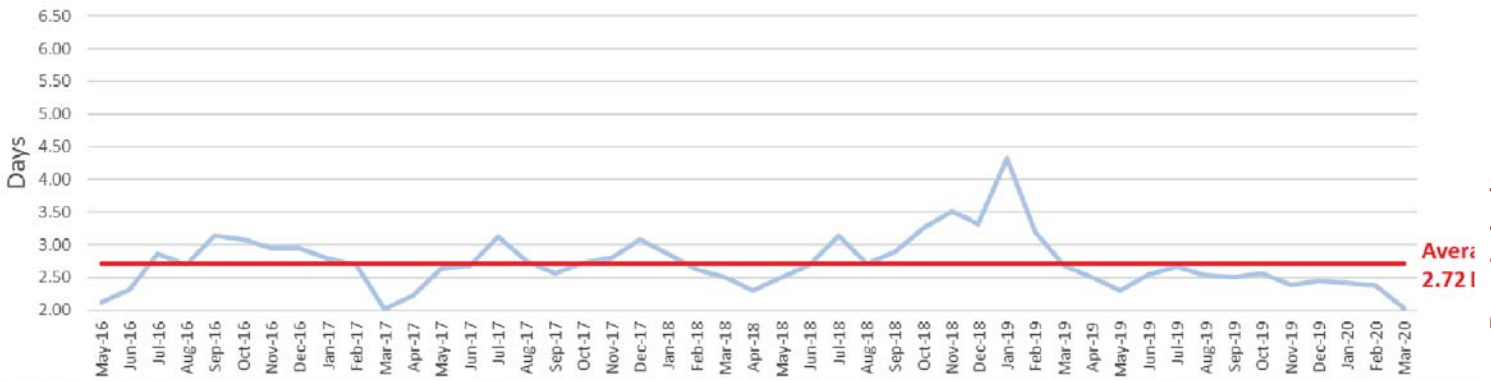


Pandemic-induced Cargo Demand



Dwell Time

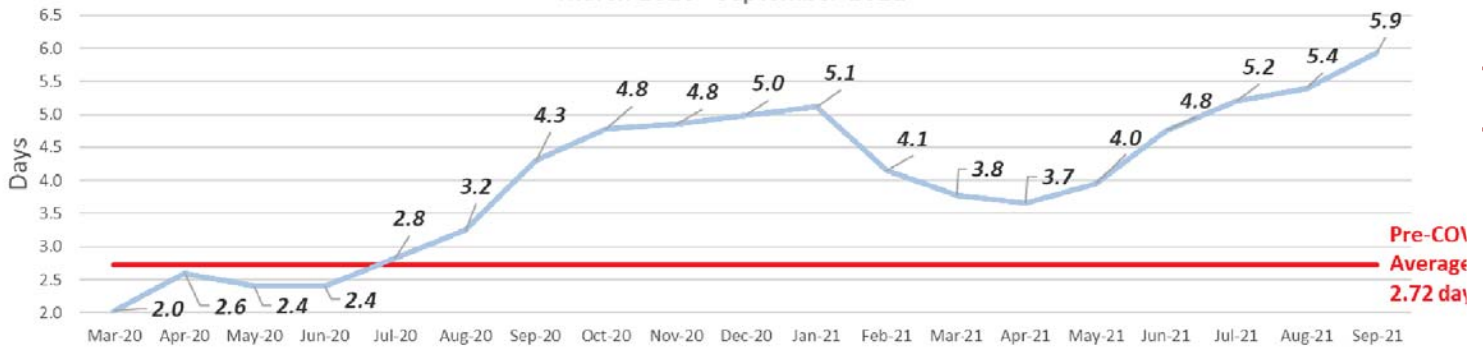
San Pedro Bay Average Terminal Dwell Time
May 2016 - March 2020



PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Dwell Time

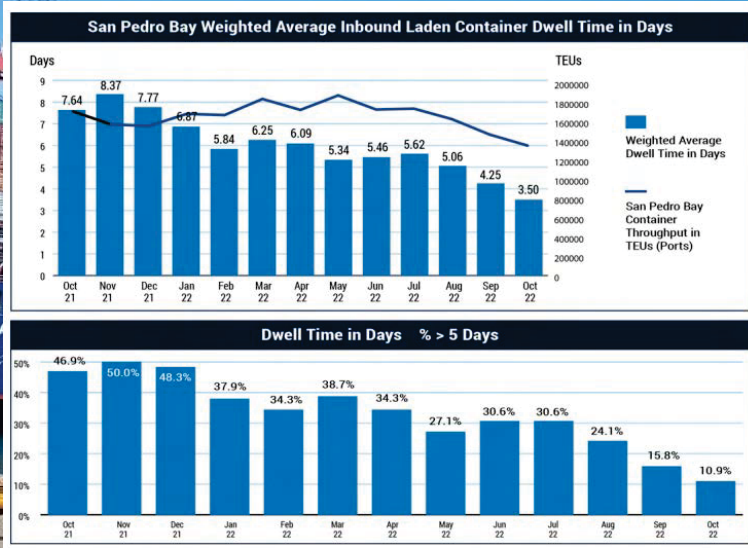
San Pedro Bay Average Terminal Dwell Time
March 2020 - September 2021



PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Attachment: PowerPoint Presentation - PMSA (Goods Movement Resolution)

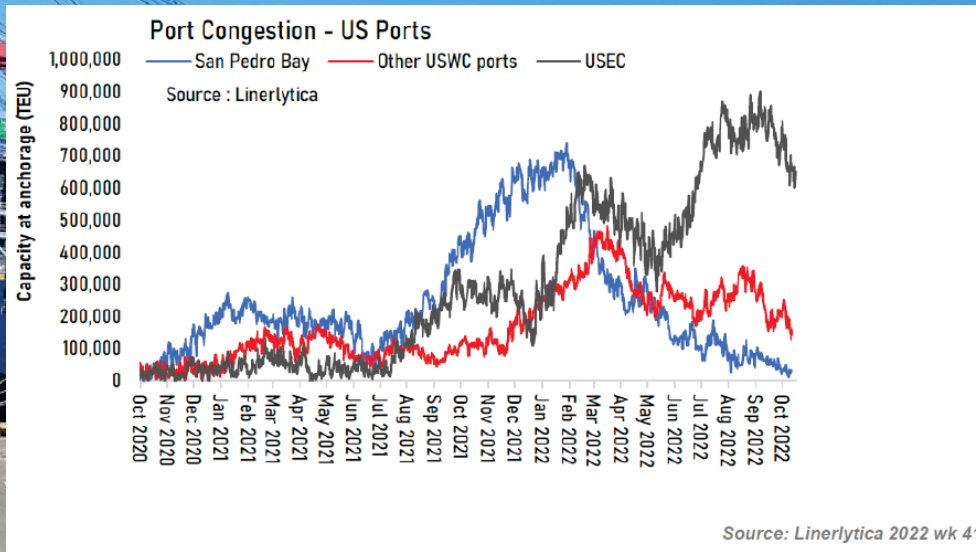
Dwell Time



PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Attachment: PowerPoint Presentation - PMSA (Goods Movement Resolution)

Dwell Time



PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Supply Chain Beyond the Waterfront

Warehouses

-Record Low Vacancy

Rail Network

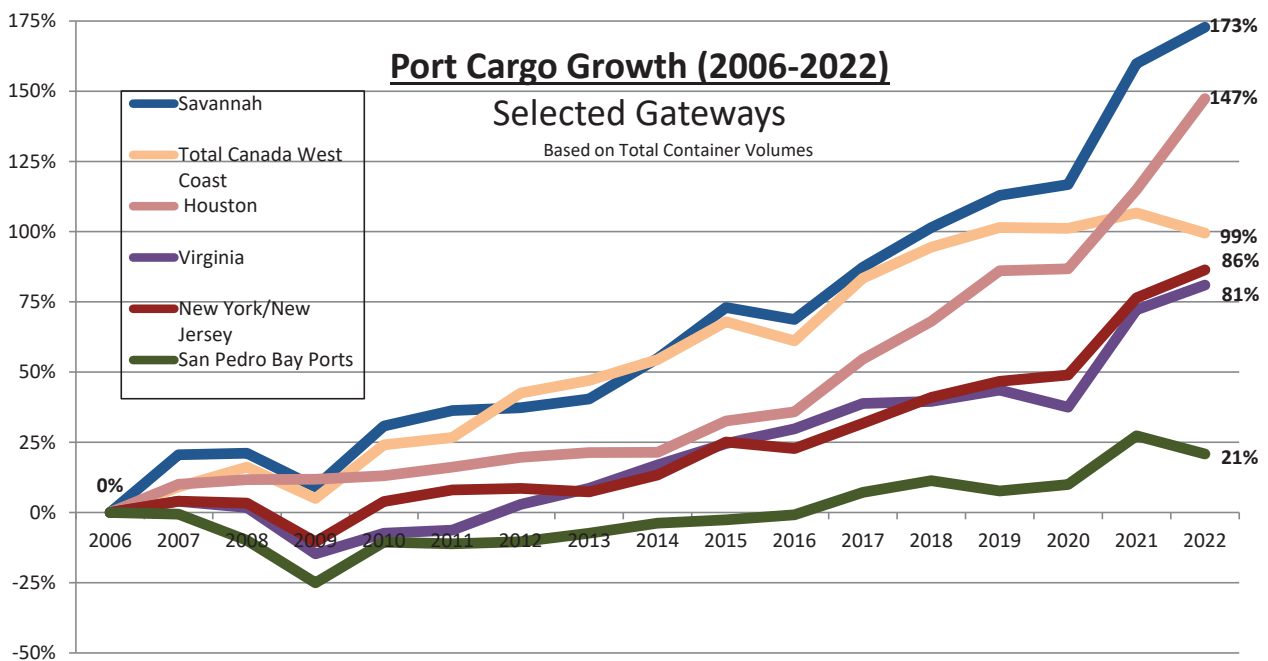
-Congested Rail Network

Trucking Capacity

-Regulatory Challenges Ahead



Market Share

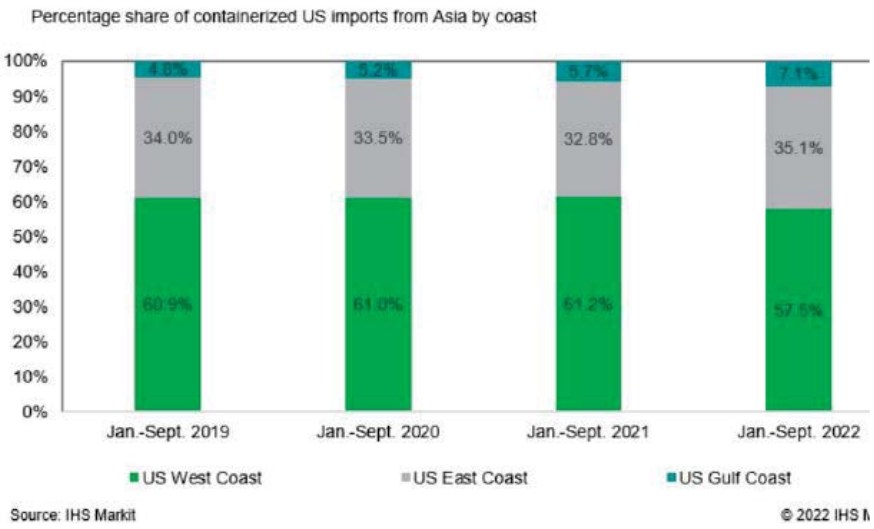


Source: American Association of Port Authorities (AAPA), NAFTA Port Container Traffic Data

Pandemic Temporarily Reversed Market Share Loss



US West Coast diversions boost East, Gulf coast Asia import shares



PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Declining Demand



Drewry Spot Rates Assessment November 3rd, 2022

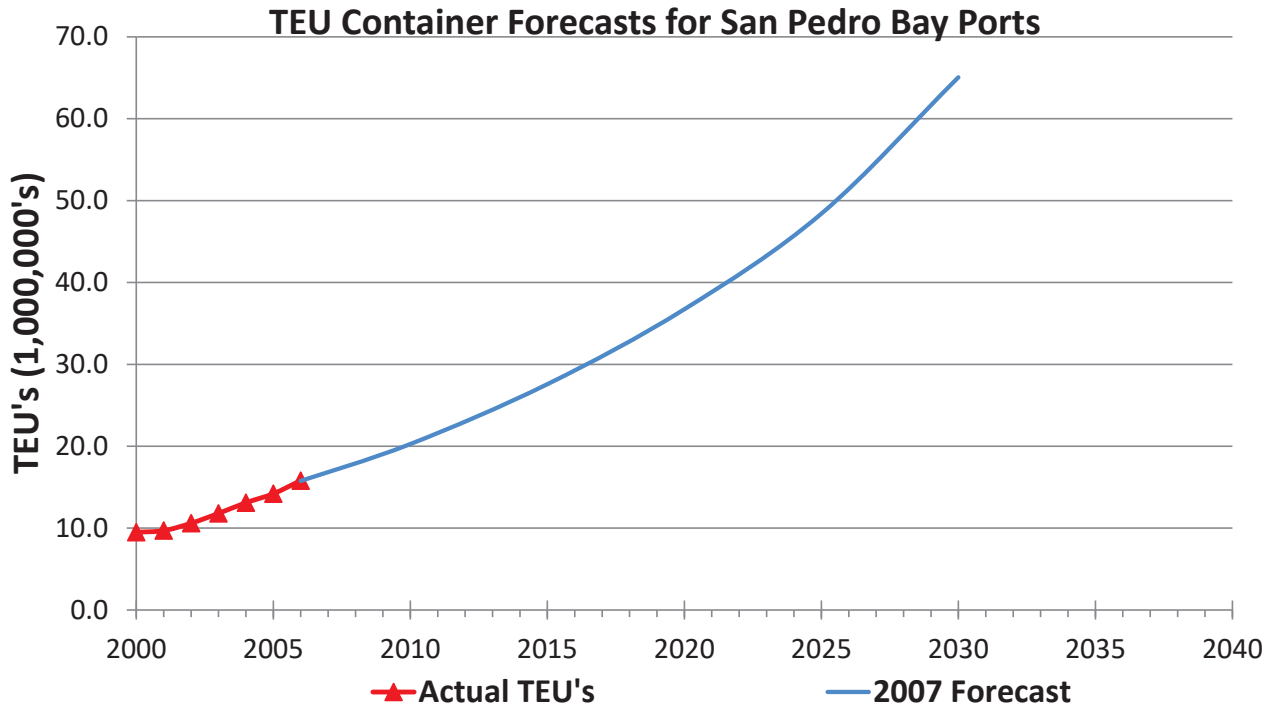
KUEHNE+NAGEL

Route	20-Oct-22	27-Oct-22	3-Nov-22	Weekly change (%)	Annual change (%)
Composite Index	\$3,383	\$3,145	\$3,050	-3% ▼	-67% ▼
Shanghai - Rotterdam	\$4,436	\$3,845	\$3,684	-4% ▼	-73% ▼
Rotterdam - Shanghai	\$887	\$887	\$876	-1% ▼	-45% ▼
Shanghai - Genoa	\$4,614	\$4,200	\$4,087	-3% ▼	-68% ▼
Shanghai - Los Angeles	\$2,497	\$2,412	\$2,364	-2% ▼	-76% ▼
Los Angeles - Shanghai	\$1,175	\$1,180	\$1,165	-1% ▼	-10% ▼
Shanghai - New York	\$6,214	\$6,034	\$5,694	-6% ▼	-55% ▼
New York - Rotterdam	\$1,308	\$1,319	\$1,318	0%	11% ▲
Rotterdam - New York	\$7,264	\$7,284	\$7,426	2% ▲	21% ▲

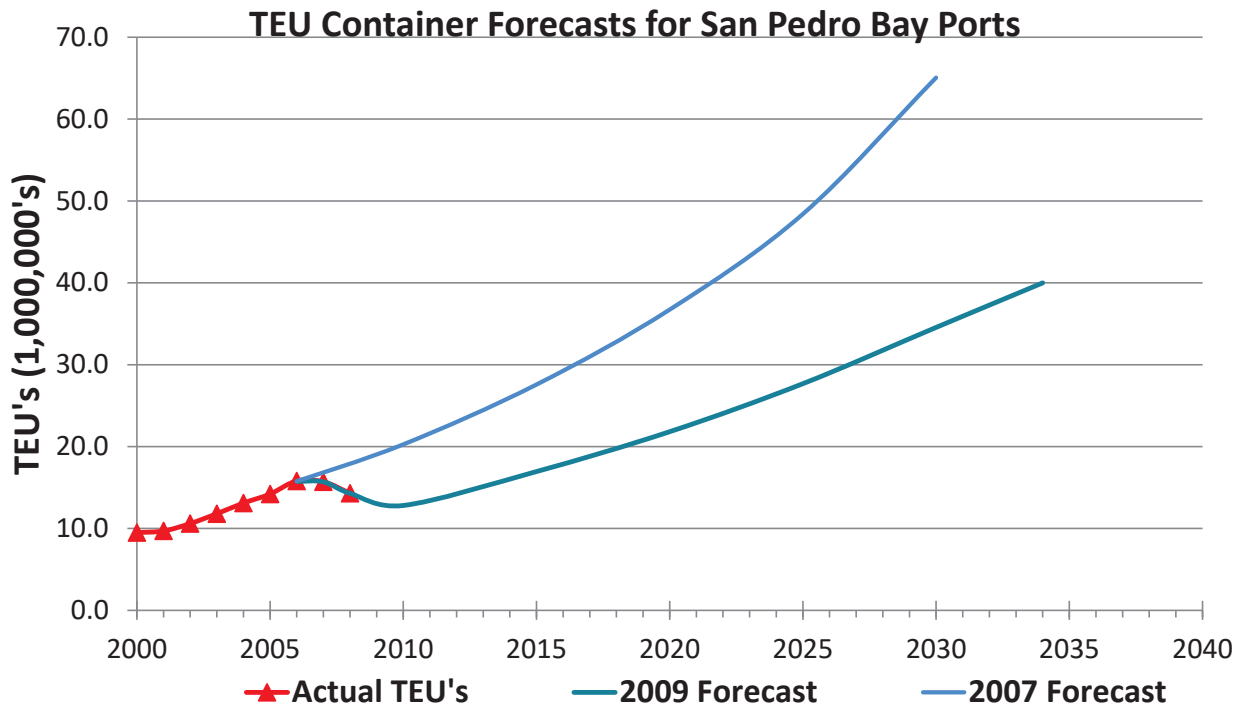
PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Attachment: PowerPoint Presentation - PMSA (Goods Movement Resolution)

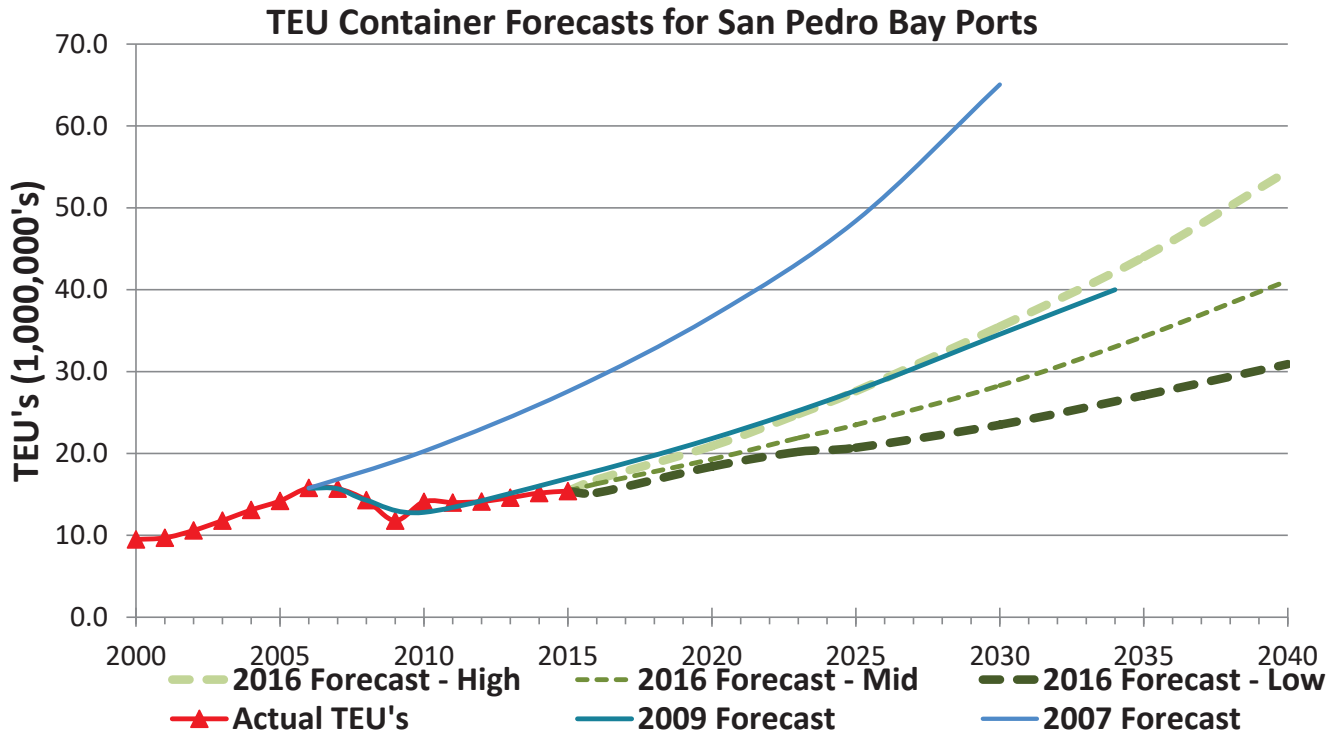
Market Share



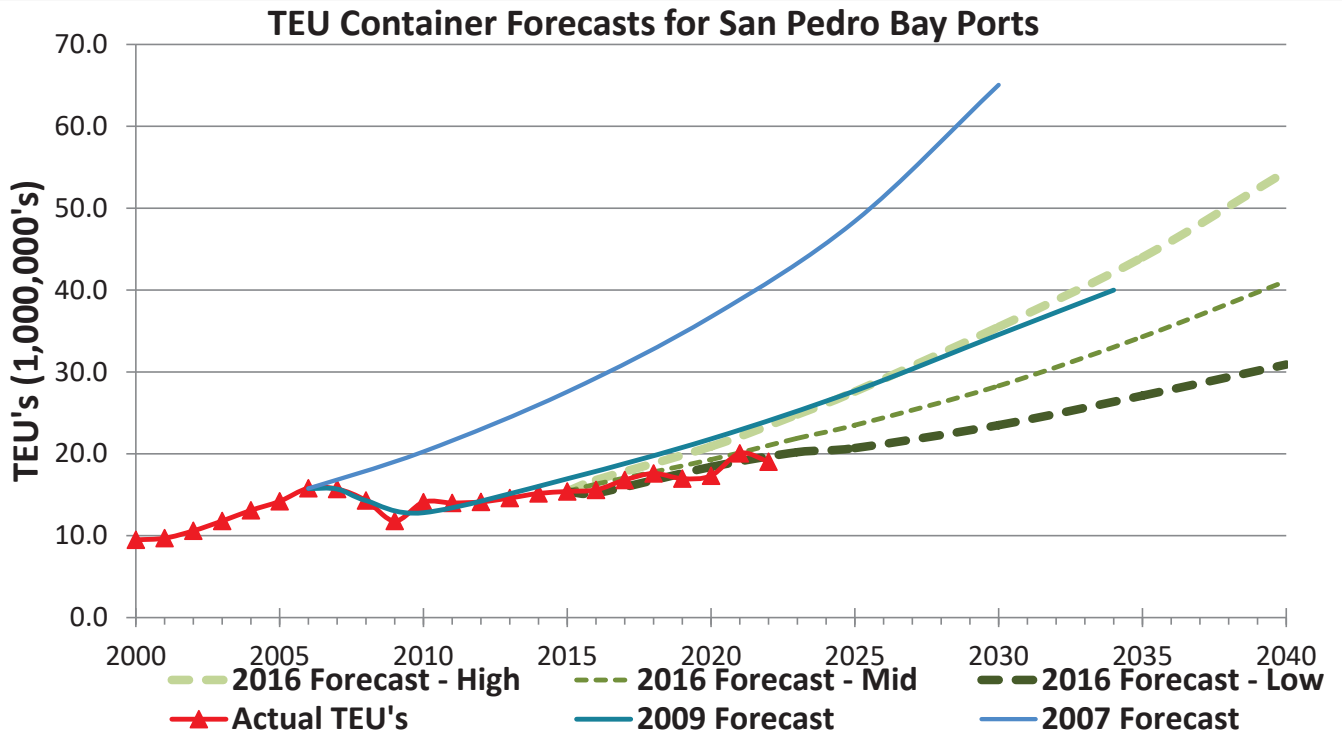
Market Share



Market Share



Market Share



Difficult End to 2022

San Pedro Bay Ports, 2022, -5.1% vs 2021 ↓
Port of Long Beach ends 2022 as #3 Port in Nation
Port of NY/NJ, #2, first time in 30 years!

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

2023 Off to a Tough Start

San Pedro Bay Ports, January 2023: -22% Year/Year ↓

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Need for Investment



“Even as total federal ports spending has increased, the L.A. gateway has been neglected ... West Coast ports, including the L.A.-Long Beach complex, which handles about 36 percent of U.S. imports, have lagged East and Gulf Coast facilities over the past decade, \$11 billion to \$1 billion.”
Inside America’s Broken Supply Chain, Washington Post, September 30, 2021

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Need for Investment

Ignored by the Feds
Ignored by the State of California
-Other States Actively Promote Ports & Supply Chain
No Meaningful Infrastructure on the Horizon

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Attachment: PowerPoint Presentation - PMSA (Goods Movement Resolution)

Uncertainty Going Forward



Need For Investment Across Supply Chain
Increasing Costs
Regulatory Uncertainty

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

Thank You



Attachment: PowerPoint Presentation - PMSA (Goods Movement Resolution)



AGENDA ITEM 2
REPORT

Southern California Association of Governments
March 2, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Approval of the Fiscal Year 2023-24 Draft Comprehensive Budget

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC) recommend that the Regional Council (RC): 1) Approve the Fiscal Year 2023-24 (FY 2023-24) Draft Comprehensive Budget in the amount of \$348,972,434; 2) Authorize the release of the FY 2023-24 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2023-24 General Fund Budget and Membership Assessment and transmit to the General Assembly.

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC): 1) Approve the Fiscal Year 2023-24 (FY 2023-24) Draft Comprehensive Budget in the amount of \$348,972,434; 2) Authorize the release of the FY 2023-24 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2023-24 General Fund Budget and Membership Assessment and transmit to the General Assembly.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG's Bylaws require the adoption of an annual comprehensive budget. Additionally, SCAG is required by federal and state law to develop the Overall Work Program (OWP) and the Indirect Cost Budget each year. Staff has developed the FY 2023-24 Draft Comprehensive Budget that includes: the OWP; the General Fund Budget and Membership Assessment; the FTA Grant Budget; the TDA Budget; the Indirect Cost Budget; and the Fringe Benefits Budget. After the 30-day public comment period, the Final OWP will be submitted to the Regional Council for final approval on May 4, 2023. The General Fund Budget and the Membership Assessment will be forwarded to the General Assembly for approval on May 4, 2023. The proposed FY 2023-24 Draft Comprehensive Budget is \$348.97 million, which is \$199.02 million or 132.72% more than the FY 2022-23 Budget Amendment 2 of \$149.96 million. The proposed FY 2023-24 Draft Comprehensive Budget currently

includes an estimated carryover for the full funding amount of the Regional Early Action Planning Grants of 2021 (REAP 2.0) totaling \$238,350,867. SCAG staff anticipates receiving an award notice for the REAP 2.0 full funding in FY 2022-23.

BACKGROUND:

Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues. To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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

The proposed FY 2023-24 Draft Comprehensive Budget meets SCAG's primary responsibility requirements and furthers the implementation of our long-range RTP/SCS, Connect SoCal. The Connect SoCal outlines longer-term goals, guiding principles, and planning strategies for regional transportation planning activities. The FY 2023-24 Draft Comprehensive Budget includes funding in support of the development of 2024 Connect SoCal and research work for 2028 Connect SoCal, anticipated Regional Call for Projects for STBG/CMAQ funding, REAP 2.0 implementation, as well as funding to support continued efforts for priority programs such as 2020 Connect SoCal Implementation.

The framework for developing the FY 2023-24 Draft Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2023-24 Draft Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

DISCUSSION:

The proposed FY 2023-24 Draft Comprehensive Budget is \$348.97 million. **Table 1** provides a summary of revenue sources included in the proposed FY 2023-24 Draft Comprehensive Budget in the amount of \$348.97 million. The proposed draft budget is 132.72% more than FY 2022-23

Budget Amendment 2, and the increase is primarily due to the programming of the REAP 2.0 funding.

The FY 2023-24 revenues also include \$2.58M in over-recovered indirect cost from FY 2021-22 and \$1.13M in over-recovered fringe benefits cost from FY 2021-22.

Table 1. FY 2023-24 Funding Sources		
FUNDING SOURCES	FY23 Amend 2	FY24 Draft
FHWA PL - Metropolitan Planning	32,255,465	28,683,770
FTA 5303 - Metropolitan Planning	15,930,409	16,839,669
FHWA SPR - Strategic Partnership Grants	167,303	-
FTA 5304 - Sustainable Communities Grants	-	-
Federal Other	5,377,681	1,656,976
State Other	11,697,855	8,057,748
SB 1 - Sustainable Communities Formula Grants	9,420,498	7,660,728
SHA - Sustainable Communities Grants	-	-
Regional Early Action Planning (REAP) 2019 Grants	28,543,540	12,611,775
Regional Early Action Planning (REAP) 2021 Grants	-	238,350,867
MSRC Last Mile Freight Program (LMFP) Grant	16,751,000	16,618,900
TDA	3,840,589	5,627,117
In-Kind Commitments	5,723,212	5,562,871
Cash/Local Other	14,057,920	503,562
General Fund	3,390,152	3,089,747
SUBTOTAL	147,155,624	345,263,730
Fringe Benefits Carryforward	-	1,130,592
Indirect Cost Carryforward	2,229,200	2,578,112
SUBTOTAL	2,229,200	3,708,704
Indirect Cost Budget Change/Allocated Indirect Cost Change	570,179	-
TOTAL FUNDING SOURCES	149,955,003	348,972,434

Table 2 provides a summary of the expenditure categories in the proposed FY 2023-24 Draft Comprehensive Budget in the amount of \$348.97 million. The significant changes compared to FY 2022-23 Budget Amendment 2 include increases in Salaries & Benefits, Consultants and Consultants -Technical Assistance/Pass-Through Payments primarily to support the REAP 2.0 Program implementation, and reductions in FTA pass-through and cash/local other carryovers as the program approaches the final year. The newly created Consultants-Technical Assistance/Pass-

Through Payments line includes the new FY 2023-24 resources provided to partner agencies through Sustainable Communities Program (SCP) Call #4, as well as various REAP 2.0 programs. The Consultants line includes resources to support the development, outreach, and implementation of Connect SoCal. In addition, nearly half of the resources included in the Consultants line are resources allocated in prior years to our partner agencies through the LMFP projects, 2020 SCP Call 1, 2, and 3 projects, 2018 ATP SCP projects, as well as the REAP 1.0 Subregional Partnership and other technical assistance resources.

EXPENDITURES	FY23 Amend 2	FY24 Draft
Salaries & Benefits	36,870,502	45,231,596
Consultants	71,259,756	73,629,323
Consultants-Technical Assistance/Pass-Through Payments	-	196,000,000
Non-Profits/IHL	132,787	-
FTA Pass-Through Payments	1,977,967	200,000
In-Kind Commitments	5,723,212	5,562,871
Cash/Local Other	12,856,292	49,942
Other Costs	20,851,761	28,298,702
Capital & Debt Service	282,726	-
TOTAL EXPENDITURES	149,955,003	348,972,434

Draft Overall Work Program (OWP)

As a Metropolitan Planning Organization (MPO), SCAG is required by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the California Department of Transportation (Caltrans) to develop an annual Overall Work Program (OWP). The OWP identifies the work that will be accomplished during the 2023-24 fiscal year. It discusses the planning priorities, the needs of the region, and the specific programs to meet those needs.

On January 19, 2023, SCAG held its annual OWP development and coordination meeting with Caltrans, FHWA, and FTA representatives. SCAG staff presented the proposed work program for FY 2023-24 and reported accomplishments and progress on major projects in the current fiscal year.

The proposed FY 2023-24 OWP budget is \$340.95 million. The Draft OWP will be released for a 30-day public comment period from March 2 to April 3, 2023. Staff will receive and address comments in the Final OWP before it is submitted to the Regional Council for final approval on May 4, 2023, and to Caltrans by no later than May 12, 2023.

The following table shows the FY 2023-24 OWP budget by program area:



Program		Total *
010	System Planning	1,083,814
015	Transportation Finance	1,802,010
020	Environmental Planning	1,619,278
025	Air Quality and Conformity	850,561
030	Federal Transportation Improvement Program (FTIP)	3,501,886
045	Geographic Information Systems (GIS)	5,669,923
050	Active Transportation Planning	969,720
055	Regional Forecasting, Socioeconomic Technical & Policy Analysis	2,030,131
060	Corridor Planning	298,159
065	Sustainability Program	1,724,010
070	Modeling	8,426,043
080	Performance Assessment, Monitoring & Strategy	755,873
090	Public Information and Communications	4,869,482
095	Regional Outreach and Public Participation	5,340,677
100	Intelligent Transportation Systems (ITS) and Smart Cities	1,591,353
115	Clean Technology Program	1,524,296
120	OWP Development and Administration	1,564,560
130	Goods Movement	1,983,478
140	Transit and Rail Planning	1,019,985
225	Special Grant Projects	2,476,646
230	Regional Aviation and Airport Ground Access Planning	511,950
235	Local Information Services Program	546,781
265	Express Travel Choices Phase III	151,962
267	Clean Cities Program	90,535
275	Sustainable Communities Program	8,582,114
280	Future Communities Initiative	477,024
290	Research, Planning and Engagement for Sustainable Communities	5,264,586
300	Regional Early Action Planning (REAP) Grants Program - AB 101	12,656,775
303	Economic Empowerment	218,038
305	Regional Early Action Planning (REAP) Grants Program – REAP 2.0	238,350,867
310	Planning Strategy Development and Implementation	5,632,777
315	Last Mile Freight Program - MSRC	16,927,129
320	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	2,438,116
Total Costs		340,950,539
*Includes indirect costs, fringe benefits, non-labor costs and in-kind match.		

The proposed FY 2023-24 OWP budget is \$340.95 million and includes various federal and state funding sources. The funding sources and the supported activities are highlighted as follows.

FHWA PL and FTA 5303 Metropolitan Planning Formula Funds (\$45.52 million)

The proposed FY 2023-24 OWP budget includes \$45.52 million of FHWA PL and FTA 5303 metropolitan planning formula funds. Both funding sources are allocated to MPOs on an annual basis, and SCAG uses the funding to support the development of various transportation plans and transportation improvement programs.

Federal Other (\$1.66 Million) and State Other (\$8.06 million)

The federal and state other sources include various federal and state funds that SCAG has secured through competitive grant opportunities. For the Federal Other, the proposed budget includes \$1.46 million in the FY 2023-24 OWP budget and \$0.20 million in the FTA Pass-Through Budget Program. The funds are used to support various transportation planning activities as well as capital projects for the pass-through entity. For the State Other, the entire \$8.06 million is programmed in the FY 2023-24 OWP budget, and the funding supports the Active Transportation Programs, the Inclusive Economic Recovery Strategy Program, and other transportation planning activities.

Sustainable Communities SB 1 Formula Grants (\$7.66 million)

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

REAP 2019 Grant Program (\$12.61 million)

The proposed budget includes \$12.61 million for the REAP 2019 Grant Program eligible activities that support housing planning activities that accelerate housing production and meet the region's goals as determined by the sixth cycle Regional Housing Needs Assessment. SCAG programmed the early application grant amount of \$11.87 million in FY 2020-21 OWP, and subsequently executed the grant agreement with the California Housing & Community Development Department (HCD) and programmed the full grant funds of \$47.47 million in FY 2021-22 OWP and \$27.87 million carryover was programmed in FY 2022-23 OWP. The proposed FY 2023-24 OWP budget includes \$12.61 million in the REAP 2019 carryover funds to support the remaining grant-funded activities in FY 2023-24.

REAP 2.0 Grant Program (\$238.35 million)

REAP 2.0, is administered by HCD and provides funding to support transformative and innovative projects that implement the region's Sustainable Communities Strategy and help accelerate infill housing and reduction in per capital Vehicle Miles Traveled (VMT). In February 2022, the Regional

Council approved and authorized SCAG to apply for the advance funding, and SCAG received an award notice for the advance funding in the amount of \$8.61 million in December 2022. In November 2022, the Executive/Administration Committee, acting on behalf of the Regional Council (RC), approved and authorized SCAG to apply for the REAP 2.0 full funding, and SCAG submitted the full funding application to HCD in December 2022. The REAP 2.0 funds of \$238.35 million included in the FY 2023-24 OWP reflects the anticipated carryover amount based on the full funding grant amount.

Last Mile Freight Program Grant (\$16.62 million)

State Health & Safety Code Section 44225 (AB2766) established Mobile Source Air Pollution Reduction Review Committee (MSRC) to develop a work program to fund projects which help reduce air pollution from motor vehicles within the South Coast Air District. MSRC provides SCAG the financial assistance which supports the Last Mile Freight Program. The proposed budget includes the estimated carryover of the Last Mile Freight Program Grant funds in the amount of \$16.62 million.

TDA Funds (\$5.63 million)

Approximately \$4.95 million is included in the FY 2023-24 OWP budget, and the funding supports consultant and staff-related costs for transportation planning activities and is primarily used as a match. The remaining \$0.68 million primarily supports SCAG's special events, such as the General Assembly and Economic Summit.

In-Kind Commitments (\$5.56 million) and Cash/Local Other (\$0.50 million)

The proposed FY 2023-24 OWP budget includes \$5.72 million for third-party contributions and local cash for transportation planning projects. The remaining \$0.35 million is included in the FTA Pass-Through Budget Program and serves as a match to the FTA Pass-Through Capital Project.

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

The proposed General Fund budget is \$3.09 million. The General Fund budget provides funding for the Regional Council and its Subcommittees for stipends and travel, General Assembly, and other expenditures that may not be eligible for grant reimbursement. The General Fund budget and Membership Assessment will be submitted to the General Assembly for approval on May 4, 2023. The Membership Dues Assessment is calculated in accordance with the SCAG's bylaws, and the membership dues are adjusted by the recent year-over-year change in the Consumer Price Index, which is 4.9261%. The Membership Assessment now includes all the tribal governments, and the dues were calculated following the process prescribed in the Bylaws but using available population data from the Decennial censuses and American Community Surveys. For the tribal governments of which population data was not readily available, staff recommends assessing a flat due amount of \$150 on a temporary basis. Once the population data becomes available, the flat due amount will be adjusted to reflect the appropriate due based on the population data. The General Fund

expenditures are described beginning on page 47, and the Membership Assessment Schedule is included on page 61 of the FY 2023-24 Draft Comprehensive Budget.

Indirect Cost Budget (\$34.53 million)

The Indirect Cost budget provides funding for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program. The proposed Indirect Cost budget is \$34.53 million, which is \$4.87 million more than FY 2022-23 Budget Amendment 2 due to increases in staff costs, consultants, and infrastructure cloud services to support the agency expanding operational activities (page 53 of the FY 2023-24 Draft Comprehensive Budget).

Staff developed the FY 2023-24 Indirect Cost Rate Proposal (ICRP) based on Federal Transit Administration (FTA) guidelines. The proposed indirect cost rate is 137.2349%. The final ICRP will be submitted to FTA for approval in May after the Regional Council approves the budget. The indirect costs allocated to the salaries in the OWP, TDA, and General Fund budgets are \$31.95 million. The difference between the indirect cost budget and the allocated indirect costs is approximately \$2.58 million, which represents an over-recovery of costs from FY 2021-22. The over-recovery is carried forward, as an adjustment to the calculation of the indirect cost rate, in the FY 2023-24 ICRP.

Salaries and Benefits Budget

The proposed budget includes salaries and benefits for 231 positions in the amount of \$45.23 million, which represents an increase of \$8.36 million compared to FY 2022-23 Budget Amendment 2. The increase in the salaries and benefits budget can be primarily attributed to the full-year funding of REAP 2.0 limited-term staff approved by the Regional Council with the approval of the full REAP 2.0 application, requests for five new positions, projected performance-based merit increases, an increase to the required CalPERS unfunded liability payment, and the cost of implementing phase 2 of the completed classification and compensation study for employee benefits.

The FY 2023-24 budget includes seven new permanent and one new limited-term position and the elimination of three limited-term positions for a net increase of five new positions. The seven new permanent positions will provide transportation planning support for CMAQ/STBG administration and safety projects as well as operational support for information system application development, GIS analysis, procurement and contracting, and recruitment. A detailed list of personnel changes is provided in Attachment 2.

As part of the agency-wide classification and compensation study, SCAG's consultant developed a custom total rewards market survey to gather benchmark data for an employee compensation package, including salaries and benefits. As a result, a new salary schedule was adopted upon the Executive/Administration Committee and Regional Council approval of the FY 2022-23 Budget

Amendment 2. The FY 2023-24 Draft Comprehensive Budget includes the recommended benefit changes resulting from the classification and compensation study. The total cost of proposed benefits for the FY 2023-24 Draft Comprehensive Budget is \$1,068,672; however, to offset this cost, \$413,921 has been reallocated from the Transit Passes Reimbursement Program and Vacation Cash Out Program budget lines. The reductions in these budget lines were made based on the actual expenditures in the prior fiscal year. As such, the net budget impact for the proposed benefits is \$654,751. Detailed information regarding the proposed benefits changes is provided in Attachment 3.

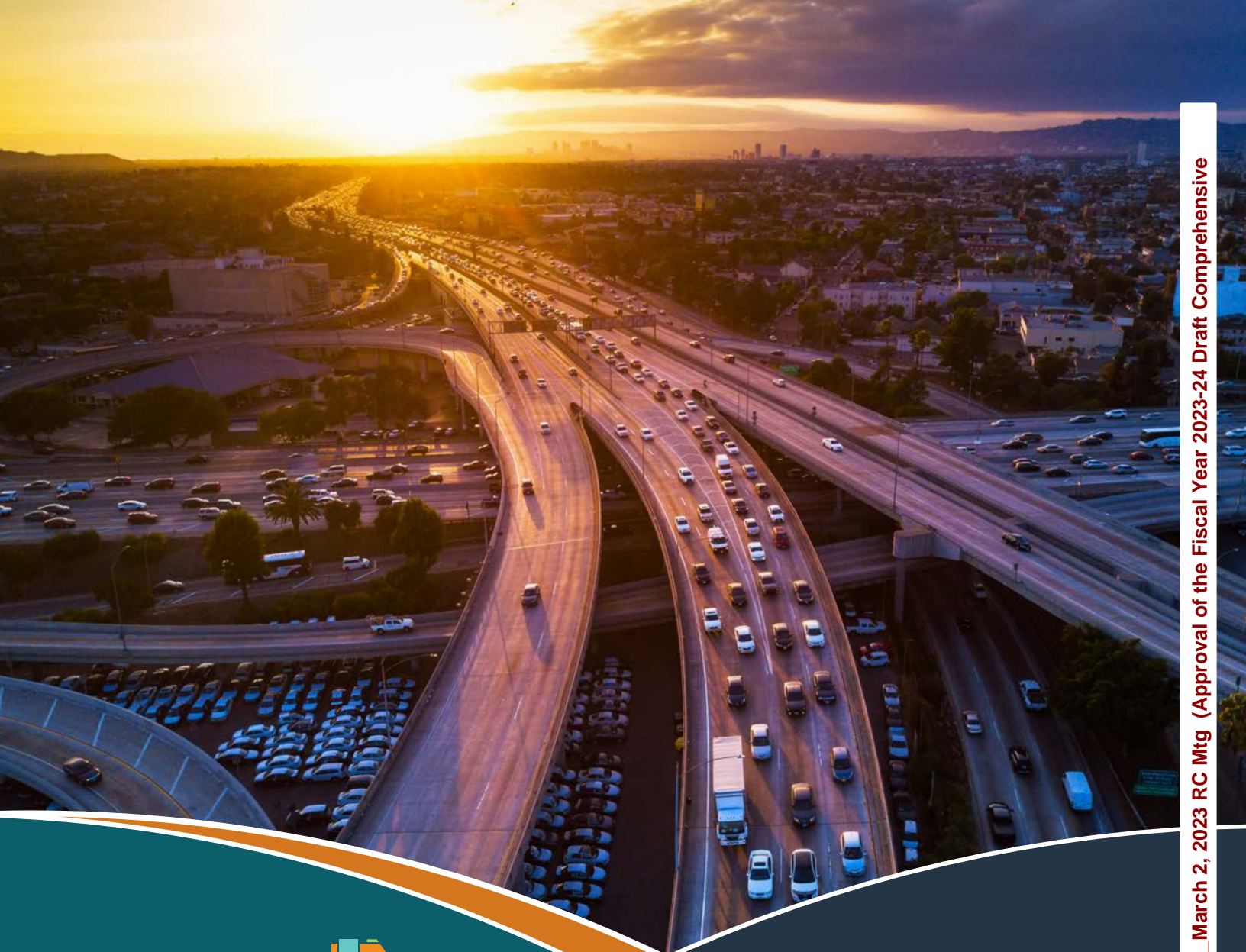
The proposed fringe benefits rate for FY 2023-24 is 67.08%, which is applied to all salaries in the OWP, TDA, General Fund, and Indirect Cost budgets. The employee-associated costs are described beginning on page 51 of the FY 2023-24 Draft Comprehensive Budget.

FISCAL IMPACT:

There is no immediate fiscal impact as a result of the recommended actions. Staff will return to the Regional Council on May 4, 2023, to recommend the adoption of the FY 2023-24 Final Comprehensive Budget in the amount of \$348,972,434.

ATTACHMENT(S):

1. FY24 DRAFT COMPREHENSIVE BUDGET_March 2, 2023 RC Mtg
2. +List of Personnel Changes - FY24 Draft Comprehensive Budget
3. Classification and Compensation Study - Benefits Enhancements
4. Link to FY 2023-24 Draft OWP and Public Comment Form



Draft Comprehensive Budget FISCAL YEAR 2023-24

MARCH 2023

Attachment: FY24 DRAFT COMPREHENSIVE BUDGET March 2, 2023 RC Mtg (Approval of the Fiscal Year 2023-24 Draft Comprehensive

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

COMPREHENSIVE BUDGET

Fiscal Year 2023-24

TABLE OF CONTENTS

Section I – Overview Page

Introduction.....	3
SCAG Organization.....	4
Organizational Chart.....	5
SCAG Strategic Plan.....	6
Comprehensive Budget Overview.....	10
Comprehensive Line Item Budget.....	12

Section II – Budget Components

Overall Work Program (OWP).....	14
• OWP Funding Sources.....	14
• OWP Line Item Budget.....	19
• OWP Programs.....	21
FTA Discretionary and Formula Grant Budget.....	43
TDA Budget.....	45
General Fund Budget (GF).....	46
• Program Overview.....	46
• Membership Dues Assessments.....	46
• GF Line Item Budget.....	47
Fringe Benefits Budget (FB).....	50
• Program Overview.....	50
• FB Line Item Budget.....	51
Indirect Cost Budget (IC).....	52
• Program Overview.....	52
• IC Line Item Budget.....	53
• IC Work Areas.....	54

Section III – Appendices

Description of Budget Line Items.....	55
Membership Assessment.....	61
SCAG Salary Schedule.....	68



Draft
Comprehensive Budget
FISCAL YEAR 2023-24

SECTION I
OVERVIEW

ORGANIZATION

INTRODUCTION

This document contains the Southern California Association of Governments (SCAG) Comprehensive Budget for Fiscal Year (FY) 2023-24.

The annual budget for consists of:

- The Overall Work Program (OWP)
A federal, state, and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing, and the environment.
- Federal Transit Administration (FTA) Discretionary & Formula Grant Budget
A budget for federal grant funds of which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects.
- Transportation Development Act (TDA) Budget
A budget for the local transportation funds that the Transportation Commissions in Los Angeles, Orange, Riverside, and San Bernardino counties allocate to SCAG as the multi-county planning agency for the region.
- The General Fund Budget (GF)
A budget that utilizes SCAG members' dues for activities not eligible for federal and state funding.
- The Indirect Cost Budget (IC)
The budget for the administrative and operations support of SCAG.
- The Fringe Benefits Budget (FB)
The budget for the fringe benefits and leave time of SCAG employees.

ORGANIZATION

SCAG ORGANIZATION

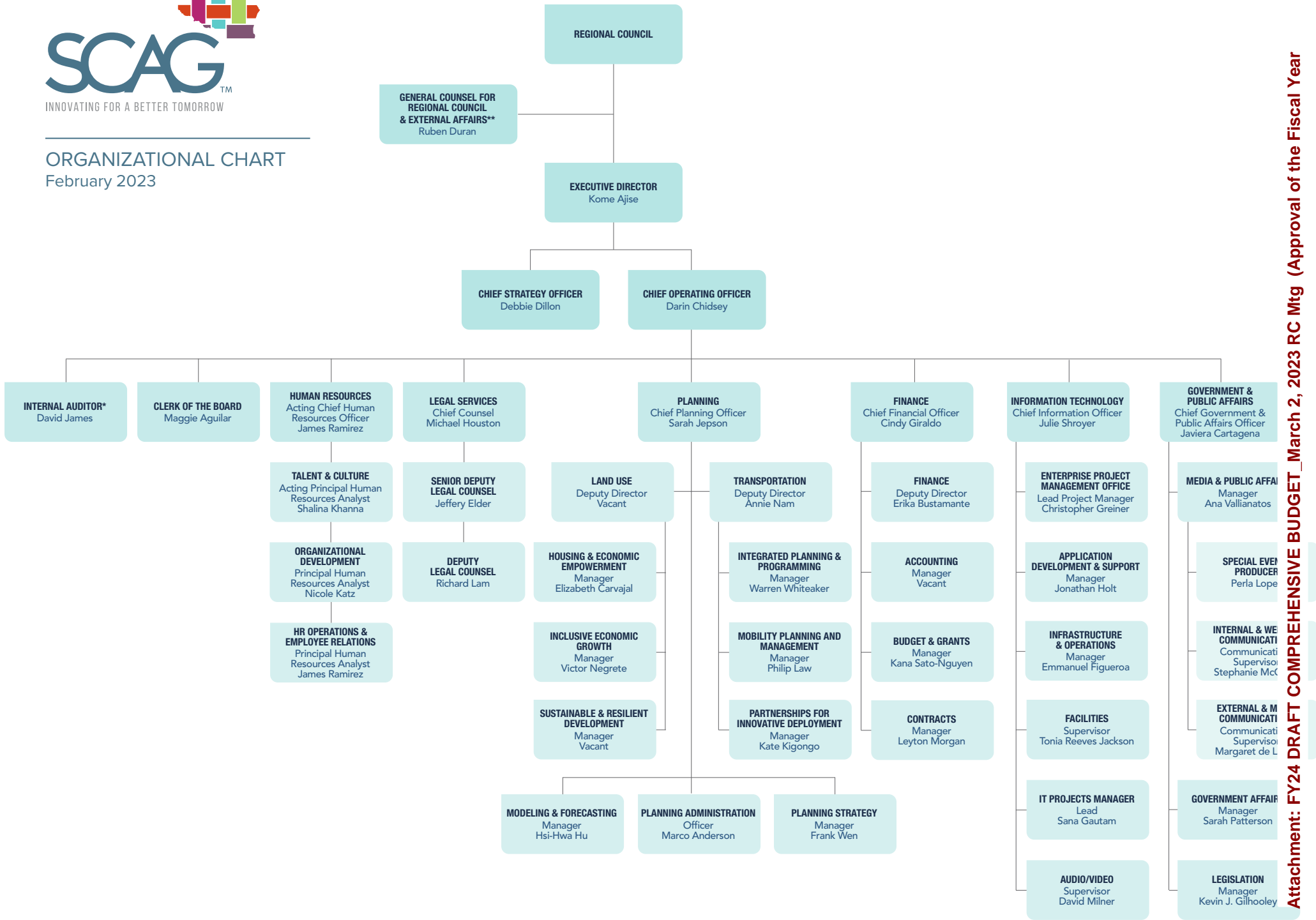
SCAG, founded in 1965, is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as the Multicounty Designated Transportation Planning Agency for the six (6) county Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues. To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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

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

The framework for developing the FY 2023-24 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2023-24 Comprehensive Budget supports Strategic Plan Goal #7 – Secure funding to support agency priorities to effectively and efficiently deliver work products. All the work programs funded in the budget support at least one of the seven Strategic Plan Goals.

ORGANIZATIONAL CHART
February 2023



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

STRATEGIC PLAN

STRATEGIC PLAN COMPONENTS

Vision Statement

Southern California's Catalyst for a Brighter Future.

Mission Statement

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

Core Values

Be Open

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

Lead by Example

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

Make an Impact

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

Be Courageous

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

STRATEGIC PLAN

STRATEGIC PLAN GOALS

GOAL #1

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

Objectives

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

GOAL #2

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

Objectives

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

GOAL #3

Be the foremost data information hub for the region.

Objectives

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

STRATEGIC PLAN

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

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

GOAL #4

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

Objectives

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

GOAL #5

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

Objectives

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

STRATEGIC PLAN

the agency.

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

GOAL #6

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

Objectives

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

GOAL #7

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

Objectives

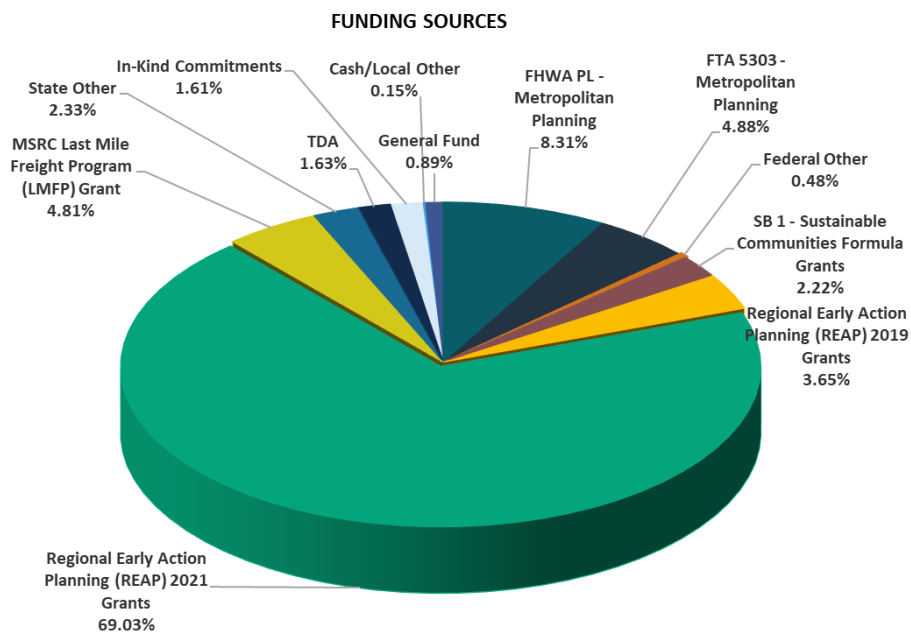
- A. Pursue innovative funding opportunities for planning and infrastructure investments.
- B. Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.
- C. Pioneer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

COMPREHENSIVE BUDGET

FY 2023-24 COMPREHENSIVE BUDGET

Budget Funding Sources

SCAG receives most of its recurring funding from the Federal Consolidated Planning Grant (CPG) which consists of Metropolitan Planning Funds from FHWA (FHWA PL) and FTA (FTA Section 5303). In recent years, SCAG received the Regional Early Action Planning Grants of 2019 (REAP 2019) and 2021 (REAP 2.0) from the Department of Housing and Community Development (HCD), which represents more than 70% of the total funding sources. More information on funding sources is detailed on pages 14-17. The following chart illustrates the source and relative value of SCAG's funding sources.



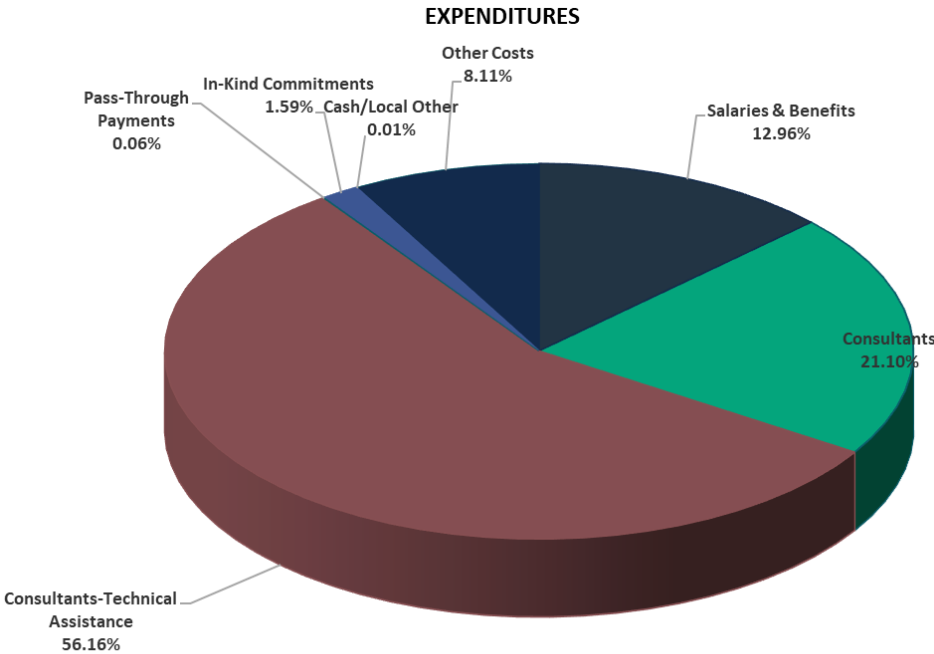
*May not total 100.00% due to rounding

FUNDING SOURCES	AMOUNT
FHWA PL - Metropolitan Planning	28,683,770
FTA 5303 - Metropolitan Planning	16,839,669
Federal Other	1,656,976
SB 1 - Sustainable Communities Formula Grants	7,660,728
Regional Early Action Planning (REAP) 2019 Grants	12,611,775
Regional Early Action Planning (REAP) 2021 Grants	238,350,867
MSRC Last Mile Freight Program (LMFP) Grant	16,618,900
State Other	8,057,748
TDA	5,627,117
In-Kind Commitments	5,562,871
Cash/Local Other	503,562
General Fund	3,089,747
SUBTOTAL	345,263,730
Fringe Benefits Carryforward	1,130,592
Indirect Cost Carryforward	2,578,112
TOTAL FUNDING SOURCES	348,972,434

COMPREHENSIVE BUDGET

Budget Expenditures

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



EXPENDITURES	AMOUNT
Salaries & Benefits	45,231,596
Consultants	73,629,323
Consultants-Technical Assistance	196,000,000
Pass-Through Payments	200,000
In-Kind Commitments	5,562,871
Cash/Local Other	49,942
Other Costs	28,298,702
TOTAL EXPENDITURES	348,972,434

COMPREHENSIVE BUDGET

Comprehensive Line Item Budget: FY21 through FY24

GL Account	Line Item	FY21 Actuals	FY22 Actuals	FY23 Adopted	FY24 Proposed	% Incr. (Decr)
500XX	Staff	\$ 18,719,166	\$ 21,547,217	\$ 24,235,152	\$ 30,793,976	27%
543XX	Consultant	15,267,391	21,050,899	57,635,422	67,749,836	18%
54302	Non-Profits/IHL	694,352	411,147	132,875	-	-100%
54303	Consultant TC	1,779,652	2,414,792	7,998,943	5,879,487	-26%
54304	Consultant TA	-	-	-	196,000,000	
54340	Legal	669,539	371,814	940,644	986,339	5%
54360	Pass-Through Payments	4,184,198	3,529,241	1,079,543	200,000	-81%
55201	Network and Communications		200,437	238,700	179,548	-25%
55210	Software Support	689,402	955,508	1,529,900	1,892,709	24%
55220	Hardware Support	366,013	405,200	503,518	693,826	38%
55240	Repair-Maintenance	9,196	24,216	56,000	55,000	-2%
55250	Cloud Services	580,320	521,103	-	-	
55251	Infrastructure Cloud Services	-	276,956	1,966,400	2,754,062	40%
55270	Software Purchases	-	2,399			
55271	On-Prem Software	-	9,613	286,636	579,348	102%
55275	Co-location Services	-	148,884	168,947	171,997	2%
5528X	3rd Party Contributions	4,147,786	4,443,110	5,469,596	5,562,871	2%
55310	Furniture & Fixture Principal	251,852	264,368	160,241	-	-100%
55315	Furniture & Fixture Interest	27,315	14,799	2,607	-	-100%
55320	Audio-Visual Equipment Principal	141,160	149,033	117,206	-	-100%
55325	Audio-Visual Equipment Interest	18,677	10,804	2,672	-	-100%
55400	Office Rent / Operating Expense	2,209,350	2,378,341	2,371,519	2,442,665	3%
55410	Office Rent Satellite	117,074	130,937	286,546	295,142	3%
55415	Off-Site Storage	10,275	14,601	14,124	14,124	0%
55420	Equipment Leases	60,838	60,851	100,000	100,000	0%
55430	Equipment Repair-Maintenance	1,690	845	1,000	2,000	100%
55435	Security Services	3,701	72,459	100,000	100,000	0%
55440	Insurance	368,039	356,854	315,000	370,000	17%
55441	Payroll / Bank Fees	22,274	27,685	32,500	32,500	0%
55445	Taxes	632	829	1,000	1,000	0%
55460	Materials & Equipment < \$5,000	3,535	9,020	154,000	205,000	33%
55510	Office Supplies	20,181	35,159	73,800	73,800	0%
55520	Graphic Supplies	2,498	4,802	9,000	8,000	-11%
55530	Telephone	175,844	1,226	-	-	
55540	Postage	197	-	10,000	10,000	0%
55550	Delivery Services	7,411	9,833	12,000	15,000	25%
55580	Outreach/Advertisement	56,698	45,169	50,000	56,000	12%
55600	SCAG Memberships	205,465	183,394	231,600	231,600	0%
55610	Professional Memberships	5,865	7,409	13,000	14,000	8%
55611	Professional Dues	879	1,384	1,950	8,750	349%
55620	Resource Materials/Subscriptions	206,032	278,614	432,500	521,000	20%
55630	COVID Facility Expense	148,119	9,760	53,740	53,740	0%
55631	ADA & Safety Compliance	-	-	15,000	15,000	0%
55700	Depreciation - Furniture & Fixture	124,927	63,775	250,000	250,000	0%
55710	Depreciation - Computer	47,259	240,427	-	-	
55720	Amortization - Lease	75,487	108,382	75,000	75,000	0%
55730	Capital Outlay	100,923	1,026,796	-	-	
55800	Recruitment - Advertising	21,509	20,661	25,000	65,000	160%
55801	Recruitment - Other	27,668	24,628	45,000	45,000	0%
55810	Public Notices	25,285	25,093	65,000	58,000	-11%
55820	Staff Training	17,500	995	30,000	70,000	133%
55830	Networking Meetings/Special Events	663	6,725	24,000	24,500	2%
55840	Training Registration	70,746	53,434	75,000	98,000	31%
55860	Scholarships	92,000	-	44,000	44,000	0%
55910	RC/Committee Meetings	-	-	15,000	15,000	0%
55912	EAC Retreat	39,939	19,248	40,000	40,000	0%
55914	RC General Assembly	850	651,713	611,500	661,500	8%

Attachment: FY24 DRAFT COMPREHENSIVE BUDGET_March 2, 2023 RC Mtg (Approval of the Fiscal Year 2023-24 Draft Comprehensive

COMPREHENSIVE BUDGET

Comprehensive Line Item Budget: FY21 thru FY24 (continued)

GL Account	Line Item	FY21 Actuals	FY22 Actuals	FY23 Adopted	FY24 Proposed	% Incr. (Decr)
55915	Demographic Workshop	1,000	-	28,000	28,000	0%
55916	Economic Summit	46,740	25,000	85,000	85,000	0%
55918	Housing Summit	-	-	-	-	
55920	Other Meeting Expense	12,398	43,187	141,750	121,750	-14%
55930	Miscellaneous Other	37,468	14,679	162,649	60,500	-63%
55931	Miscellaneous Labor	48	-	2,335,388	529,675	-77%
55932	Miscellaneous Labor Future	-	-	101,842	12,955,549	12621%
55936	Engagement Committee	4,702	8,633	20,000	20,000	0%
55937	Employee Recognition	2,862	3,935	15,000	15,000	0%
55938	Department Allowances	6,609	13,149	15,000	15,000	0%
55940	Stipend-RC Meetings	244,400	234,230	245,000	245,000	0%
55950	Temporary Help	368,204	87,552	208,261	186,000	-11%
55980	Contingency - General Fund	445,917	-	-	-	
56100	Printing	9,251	3,368	42,000	51,500	23%
58100	Travel	-	39,765	189,000	341,000	80%
58101	Travel - Local	1,285	12,998	68,000	76,878	13%
58110	Mileage	1,300	11,928	71,000	61,700	-13%
58150	Staff Lodging Expense	1	3,378	13,000	13,000	0%
58800	RC Sponsorships	67,713	99,540	165,000	165,000	0%
59090	Expense - Local Other	6,788,021	32,389,195	277,715	49,942	-82%
60041	Vacation Cash Out	81,957	66,896	274,345	75,000	-73%
60110	Retirement-PERS	5,616,735	6,463,636	7,402,214	8,385,649	13%
60120	Retirement-PARS	78,388	79,956	79,690	80,752	1%
60200	Health Insurance - Active Employees	1,506,706	1,670,985	1,996,800	2,904,612	45%
60201	Health Insurance - Retirees PAYGO	557,562	560,166	698,772	703,491	1%
60202	Health Insurance - Retirees GASB 45	141,524	138,981	-	-	
60210	Dental Insurance	200,569	205,163	308,458	327,592	6%
60220	Vision Insurance	57,849	61,891	93,611	91,550	-2%
60225	Life Insurance	100,434	114,835	103,268	123,106	19%
60240	Medicare Tax Employers Share	273,271	316,450	346,765	439,451	27%
60250	Medicare Tax ER - Interns	3,231	3,666	4,495	4,495	0%
60255	Social Security ER - Interns	2,292	7,565	23,715	23,715	0%
60300	Tuition Reimbursement	18,503	25,956	43,776	43,776	0%
60310	Transit Passes	18,233	8,927	264,576	50,000	-81%
60315	Bus Passes NT - Interns	-	125	24,757	8,073	-67%
60360	De Minimis Employee Exp	83,160	67,355	15,000	15,000	0%
60365	De Minimis Employee Exp Interns	1,690	5,500	5,167	5,167	0%
60366	Technology Allowance	-	51,655	297,293	388,080	31%
60367	Technology Allowance Intern	-	2,985	-	28,933	
60400	Workers Compensation Insurance	142,380	146,286	142,380	146,286	3%
60405	Unemployment Compensation Insurance	30,333	3,869	35,000	35,000	0%
60410	Miscellaneous Employee Benefits	81,438	68,746	13,836	16,836	22%
60415	SCAG 457 Match	113,016	107,693	133,750	434,750	225%
60450	Benefits Administrative Fees	43,775	69,975	84,561	85,605	1%
60500	Automobile Allowance	19,575	20,700	20,700	20,700	0%
	Total	69,027,905	105,883,088	124,699,315	348,972,434	180%

*Totals may not add due to rounding



Draft
Comprehensive Budget
FISCAL YEAR 2023-24

SECTION II

BUDGET
COMPONENTS

OVERALL WORK PROGRAM

OVERALL WORK PROGRAM (OWP)

THE FLOW OF FUNDS

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

SUMMARY OF FUNDING SOURCES

Consolidated Planning Grant (CPG)

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

1. FHWA Metropolitan Planning (FHWA PL)

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

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

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

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

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

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

Funds transportation planning studies in partnership with Caltrans that address the regional, interregional and statewide need of the State highway system, and assist in

OVERALL WORK PROGRAM

achieving other State goals. Caltrans awards these grants through an annual, competitive selection process.

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

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

Sustainable Communities SB 1 Formula Grants

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

Local Funds

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

Transportation Development Act (TDA)

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside, and San Bernardino counties to allocate up to $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. As the largest source of recurring non-federal funding received by SCAG, TDA is used to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

Cash Match/Local Funds

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match for consultant expenditures as a condition of receiving grant funds. For example, the CPG requires a match of 11.47%.

In-Kind Match

The CPG and other grants accept in-kind match, as well as cash match, to fulfill the local

OVERALL WORK PROGRAM

match requirement for staff costs that is a condition of receiving grant funds. In-kind match includes services, such as staff time, provided by a local agency in support of the work funded by a grant.

FTA Pass-Through Funds

As the Designated Recipient of Section 5339 and Section 5312 FTA funds, SCAG is required to pass them through to eligible public agencies. SCAG administers these grant programs which provide capital funding to replace, rehabilitate and purchase buses, vans, and fixed guideway, as well as to construct related facilities and to purchase related equipment.

Special Grant Funds

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

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

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

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

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

Department of Energy (DOE) Funds

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

Active Transportation Program (ATP) Funds

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

OVERALL WORK PROGRAM

the California Transportation Commission’s guidelines.

Congressionally Directed Project

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

Regional Early Action Planning (REAP) Grants Program

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

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

California Workforce Development Board Grant Funds

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

California Energy Commission Grant Funds

The California Energy Commission (CEC) released a solicitation to fund applied research and development (AR&D) and technology demonstration and deployment (TD&D) activities through the creation of a Research Hub for Electric Technologies in Truck Applications (RHETTA). Electric Power Research Institute (EPRI) led the application effort and subsequently secured \$13 million in grant funds. Of this, \$0.6 million is being sub-awarded from EPRI to SCAG. The larger study led by EPRI will demonstrate and evaluate corridor-based charging strategies for zero emission truck solutions and SCAG’s work will focus on the study of supporting infrastructure for medium and heavy duty zero emission trucks.

OVERALL WORK PROGRAM

OWP BUDGET DOCUMENT

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

1. Regional Prospectus
The prospectus section provides the context for understanding the work activities proposed and gives information about the region. It includes, but is not limited to:
 - The region’s regional planning approach
 - The agency’s organizational structure and interagency arrangements
 - An overview of governmental and public involvement
 - The progress made towards implementing the RTP/SCS

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

3. Budget Revenue & Expenditure Reports
These summary reports are a listing of all the work elements in the OWP by funding sources and expenditure category.

The OWP, in conjunction with the Overall Work Program Agreement (OWPA) and the regional planning Master Fund Transfer Agreement (MFTA), constitutes the annual funding agreement between the State and SCAG. Although the OWP includes all planning projects to be undertaken by SCAG during the fiscal year, the OWPA and MFTA only includes the CPG and SB 1 grants described above.

OVERALL WORK PROGRAM

OWP LINE ITEM BUDGET

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

Cost Category	FY23 Adopted	FY24 Proposed	Incr (Decr)
500XX Staff	10,600,168	13,761,841	\$ 3,161,673
543XX Consultant	54,623,182	63,947,349	9,324,167
54302 Non-Profits/IHL	132,875	-	(132,875)
54303 Consultant TC	7,998,943	5,879,487	(2,119,456)
54304 Consultant TA	-	196,000,000	196,000,000
55305 Cloud services	-	-	-
54340 Legal	370,644	415,164	44,520
55210 Software support	700,000	909,000	209,000
5528X Third party contribution	5,469,596	5,562,871	93,275
55415 Off-site storage	9,124	9,124	-
55460 Materials & equipment purchases <\$5K	-	1,000	1,000
55520 Graphic supplies	5,000	4,000	(1,000)
55580 Outreach/advertisement	50,000	56,000	6,000
55610 Professional membership	-	1,000	1,000
55620 Resource materials/subscriptions	270,000	350,000	80,000
55810 Public notices	65,000	58,000	(7,000)
55830 Networking meetings/special events	4,000	4,000	-
55920 Other meeting expense	54,000	34,000	(20,000)
55930 Miscellaneous other	53,754	24,000	(29,754)
55931 Miscellaneous labor	2,165,388	460,387	(1,705,001)
55932 Miscellaneous labor, future	101,842	12,955,613	12,853,771
55950 Temporary help	102,261	-	(102,261)
56100 Printing	9,000	8,500	(500)
58100 Travel	49,500	167,500	118,000
58101 Travel-local	5,000	10,000	5,000
58110 Mileage	24,000	12,000	(12,000)
Sub-total	\$ 82,863,277	300,630,836	\$ 217,767,559
51000 Fringe benefits	7,987,962	9,034,823	\$ 1,046,861
51001 Indirect costs	26,107,993	31,284,880	\$ 5,176,887
Total	\$ 116,959,232	340,950,539	\$ 223,991,307

*Totals may not add due to rounding

OVERALL WORK PROGRAM

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

Program		FY24 Proposed Budget				
		Total *	Other Costs	Consultant	Consultant TC	Consultant TA
010	System Planning	1,083,814	1,083,814			
015	Transportation Finance	1,802,010	1,294,630		507,380	
020	Environmental Planning	1,619,278	1,125,727		493,551	
025	Air Quality and Conformity	850,561	850,561			
030	Federal Transportation Improvement Program (FTIP)	3,501,886	3,151,886		350,000	
045	Geographic Information Systems (GIS)	5,669,923	5,146,623		523,300	
050	Active Transportation Planning	969,720	919,720		50,000	
055	Regional Forecasting, Socioeconomic Technical & Policy Analysis	2,030,131	1,720,131		310,000	
060	Corridor Planning	298,159	298,159			
065	Sustainability Program	1,724,010	1,469,248	204,762	50,000	
070	Modeling	8,426,043	7,886,043		540,000	
080	Performance Assessment, Monitoring & Strategy	755,873	755,873			
090	Public Information and Communications	4,869,482	4,146,482		723,000	
095	Regional Outreach and Public Participation	5,340,677	4,840,377		500,300	
100	Intelligent Transportation Systems (ITS) and Smart Cities	1,591,353	1,116,353	112,500	362,500	
115	Clean Technology Program	1,524,296	474,296	555,000	495,000	
120	OWP Development and Administration	1,564,560	1,564,560			
130	Goods Movement	1,983,478	1,574,478		409,000	
140	Transit and Rail Planning	1,019,985	880,717		139,268	
225	Special Grant Projects	2,476,646	535,543	1,941,103		
230	Regional Aviation and Airport Ground Access Planning	511,950	511,950			
235	Local Information Services Program	546,781	546,781			
265	Express Travel Choices Phase III	151,962	55,774		96,188	
267	Clean Cities Program	90,535	90,535			
275	Sustainable Communities Program	8,582,114	903,344	5,678,770		2,000,000
280	Future Communities Initiative	477,024	427,024	50,000		
290	Research, Planning and Engagement for Sustainable Communities	5,264,586	3,746,586	1,518,000		
300	Regional Early Action Planning (REAP) Grants Program - AB 101	12,656,775	1,902,477	10,754,298		
303	Economic Empowerment	218,038	218,038			
305	Regional Early Action Planning (REAP) Grants Program – REAP 2.0	238,350,867	19,265,291	25,085,576		194,000,000
310	Planning Strategy Development and Implementation	5,632,777	5,152,777	150,000	330,000	
315	Last Mile Freight Program - MSRC	16,927,129	188,229	16,738,900		
320	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	2,438,116	1,279,676	1,158,440		
Total Costs		340,950,539	75,123,703	63,947,349	5,879,487	196,000,000

*Totals may not add due to rounding

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

Attachment: FY24 DRAFT COMPREHENSIVE BUDGET_March 2, 2023 RC Mtg (Approval of the Fiscal Year 2023-24 Draft Comprehensive

OVERALL WORK PROGRAM

PROGRAM/WORK ELEMENTS

The following section provides a summary of the OWP Programs and the Strategic Plan goal(s) each program supports.

010 System Planning

Managers: Warren Whiteaker & Philip Law

Program Objective:

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

Strategic Plan:

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

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

015 Transportation Finance

Manager: Warren Whiteaker

Program Objective:

This work program is critical to addressing some of SCAG's core activities—specifically, satisfying federal planning requirements on financial constraint; ensuring a reasonably available revenue forecast through the RTP/SCS planning horizon, and addressing system level operation and maintenance cost analyses along with capital cost evaluation of transportation investments. In FY 2023-24, this work program will continue development of the Connect SoCal 2024 financial plan

OVERALL WORK PROGRAM

and provide support for key financial strategies throughout the region.

Strategic Plan:

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

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

020 Environmental Planning

Manager: Frank Wen

Program Objective:

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

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

Strategic Plan:

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

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

OVERALL WORK PROGRAM

025 Air Quality and Conformity

Manager: Frank Wen

Program Objective:

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

Strategic Plan:

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

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

030 Federal Transportation Improvement Program (FTIP)

Manager: Warren Whiteaker

Program Objective:

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects programmed over a six-year period. The FTIP is the program that implements the RTP/SCS. The currently approved FTIP is the 2023 FTIP and was federally approved and found to conform on December 16, 2022. The program contains approximately \$35.9 billion worth of projects beginning FY 2022-23 to FY 2027-28. The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects

OVERALL WORK PROGRAM

and projects for which approval from a federal agency is required regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP/SCS in accordance with federal and state requirements. The FTIP is amended on an on-going basis, as necessary, thereby allowing projects consistent with the RTP/SCS to move forward toward implementation. SCAG continues to work with consultant to enhance the functionality of the eFTIP database to ensure requirements to programming and performance monitoring are consistent with federal guidance.

Strategic Plan:

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

045 Geographic Information Systems (GIS)

Managers: Hsi-Hwa Hu & Jonathan Holt

Program Objective:

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

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

Strategic Plan:

OVERALL WORK PROGRAM

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

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

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

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

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

050 Active Transportation Planning

Manager: Philip Law & Frank Wen

Program Objective:

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

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

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

OVERALL WORK PROGRAM

Strategic Plan:

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

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

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

055 Regional Forecasting, Socioeconomic Technical & Policy Analysis

Managers: Sarah Jepson & Hsi-Hwa Hu

Program Objective:

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

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

Strategic Plan:

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

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

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

OVERALL WORK PROGRAM

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

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

060 Corridor Planning

Manager: Philip Law

Program Objective:

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

Strategic Plan:

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

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

065 Sustainability Program

Manager: Sarah Jepson & Frank Wen

Program Objective:

SCAG’s Sustainability Program is a core effort for implementing the Connect SoCal, the 2020 RTP/SCS. The program demonstrates that the region can achieve mobility, air quality, and public health goals through local land use and policy changes along with targeted transportation investments. The program also focuses on developing regional resiliency strategies; explores pressing issues and possible challenges Southern California’s residents may face in the coming

OVERALL WORK PROGRAM

decades, including climate change impacts to public health; furthers the region’s ability to model the impacts of transportation and land use changes on public health; and considers ways to address potential disruptions to anticipated regional development patterns and transportation investments.

Strategic Plan:

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

070 Modeling

Manager: Hsi-Hwa Hu

Program Objective:

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

Strategic Plan:

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

080 Performance Assessment, Monitoring, & Strategy

Manager: Frank Wen

Program Objective:

OVERALL WORK PROGRAM

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

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

On environmental justice (EJ), SCAG staff will monitor potential changes to EJ and equity requirements and related policies (i.e. SB1000, AB617, Justice40 Initiative), provide support services to member agencies, as needed, to ensure regulatory compliance, and provide on-going outreach opportunities with local jurisdictions and stakeholders to showcase equity in action best practices and discuss and solicit input on environmental justice and equity concerns relevant to the region by means of the Equity Working Group and equity focused Toolbox Tuesdays. SCAG staff will use these outreach opportunities to monitor implementation of EJ policies and incorporation of equity considerations and assist local jurisdictions that may benefit from SCAG's wide range of EJ and equity analysis and data. Lastly, SCAG staff will continue to conduct outreach with local jurisdictions and stakeholders and consultation with SCAG's Policy Committees to further improve on the Equity Analysis for Connect SoCal 2024.

Strategic Plan:

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

OVERALL WORK PROGRAM

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

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

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

090 Public Information & Communications

Manager: Ana Vallianatos

Program Objective:

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

Strategic Plan:

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

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

095 Regional Outreach & Public Participation

Manager: Sarah Patterson

Program Objective:

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

OVERALL WORK PROGRAM

each county in the SCAG region.

Strategic Plan:

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

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

100 Intelligent Transportation Systems (ITS) and Smart Cities

Manager: Philip Law

Program Objective:

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

Strategic Plan:

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

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

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

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

Supports Goal #5 – Provide innovative information and value-added services to enhance member

OVERALL WORK PROGRAM

agencies' planning and operations and promote regional collaboration

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

115 Clean Technology Program

Manager: Philip Law

Program Objective:

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

Strategic Plan:

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

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

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

120 OWP Development & Administration

Manager: Kana Sato-Nguyen

Program Objective:

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

OVERALL WORK PROGRAM

Strategic Plan:

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

130 Goods Movement

Manager: Philip Law

Program Objective:

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

Strategic Plan:

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

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

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

140 Transit and Rail Planning

Manager: Philip Law

Program Objective:

SCAG supports and engages transit and rail operations in corridor and regional planning efforts and in further refining the transit and rail strategies for inclusion in future updates to Connect SoCal. In FY23-24, SCAG will continue to implement FTA requirements for performance-based planning and coordinate with transit operators to address transit safety and transit asset management (TAM). SCAG will continue to assess and monitor regional transit system

OVERALL WORK PROGRAM

performance and work with transit operators through the Regional Transit Technical Advisory Committee to ensure stakeholder input and participation in the metropolitan transportation planning process, consistent with the SCAG MOUs with the transit operators.

Strategic Plan:

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

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

225 Special Grant Projects

Manager: Frank Wen

Program Objective:

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

Strategic Plan:

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

Supports Goal #2 – Advance Southern California’s policy interests and planning priorities through

OVERALL WORK PROGRAM

regional, statewide, and national engagement and advocacy.

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

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

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

230 Regional Aviation & Airport Ground Access Planning

Manager: Warren Whiteaker

Program Objective:

The Regional Aviation and Airport Ground Access Planning (Aviaton) program focuses on the region’s airports and aviation system primarily from the perspective of airport ground access and the surface transportation system. Although SCAG does not have regulatory or developmental authority over the airports, it does maintain an updated list of airport ground access projects in the regional transportation plan. It also plays a critical consultative and collaborative role with the airports, federal agencies, Caltrans, the transportation agencies and commissions, academic institutions, industry associations, and other transportation stakeholders. During FY 2023-24, staff continue development of the aviation element of the Connect SoCal 2024. Staff will also continue ongoing work on regional airport and airport ground access planning, and explore new areas of research on aviation systems planning. There will be considerable collaboration with regional partners through ongoing communication and participation on working groups and committees, including the Aviation Technical Advisory Committee (ATAC), which SCAG manages and convenes.

Strategic Plan:

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

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

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

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

OVERALL WORK PROGRAM

235 Local Information Services Program

Manager: Frank Wen

Program Objective:

The Local Information Services Program mainly focuses on the Local Information Services Team (LIST) and the Toolbox Tuesday Training Series to build local capacity in innovative and integrated transportation and planning tools and resources. LIST aims to (1) link SCAG's available information products (e.g., data, applications, model policies and best practices, topical white papers, etc.) to help address local needs, (2) provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and (3) coordinate and conduct one-on-one technical assistance meetings with local jurisdictions. Internally, LIST also work closely with subject matter experts at SCAG to provide technical, outreach, education, and engagement guidance on a number of proposed applications for local jurisdictions while aligning the objectives between local and regional planning. The Toolbox Tuesdays serve as important opportunities for inter-governmental communication. By bringing together planners from diverse areas of the region, the sessions provide opportunities for local jurisdictions to learn from each other about the successes and failures in new approaches to transportation and land use planning. In a region as vast as SCAG, forums, where staff from dense urban communities can share their concerns and successes with planners from less populated areas, are highly valued. Toolbox Training sessions equip local government planners to think beyond their traditional roles and respond to new mandates that require collaboration and public participation.

Strategic Plan:

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

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

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

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

265 Express Travel Choices Phase III

Manager: Warren Whiteaker

OVERALL WORK PROGRAM

Program Objective:

Update the Regional Express Lanes Concept of Operations, as needed, and associated research to facilitate the buildout of the planned express lane system. Conduct related managed lanes and value pricing research.

Strategic Plan:

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

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

267 Clean Cities Program

Manager: Philip Law

Program Objective:

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

Strategic Plan:

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

275 Sustainable Communities Program

Manager: Frank Wen, Philip Law, & Marco Anderson

Program Objective:

The Sustainable Communities Program (SCP) is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. This collaborative initiative provides assistance to local jurisdictions to coordinate sustainable transportation, land use and regional policies and issues in local planning. The SCP seeks to provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, sustainability, land use and planning for affordable housing; develop local plans that support the implementation of

OVERALL WORK PROGRAM

key strategies and goals outlined in Connect SoCal, the 2020 RTP/SCS; and increase the region’s competitiveness for federal and state funds. In FY24 this also includes planning for mobility as a service as well as reconnecting communities previously divided by highway or railway facilities. The SCP aims to address and ensure health and equity in regional land use and transportation planning and to close the gap of racial injustice and better serve our communities of color. The program seeks planning solutions to local growth challenges and results in strategies that promote local and regional sustainability through the integration of transportation and land use, with particular focus on developing and practical strategies to reduce greenhouse gases. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions.

Strategic Plan:

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

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

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

280 Future Communities Initiative

Manager: Hsi-Hwa Hu

Program Objective:

The Future Communities Initiative, guided by the Emerging Technologies Committee, includes early action items aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand. Tools and resources provided through the initiative will enable more informed regional and local policy making, increase the efficiency of public service delivery, and ensure the financial sustainability of future cities. The Future Communities Initiative will play a key role in reducing VMT and GHG emissions by modernizing regional land-use and transportation planning tools, fostering data-driven collaboration with SCAG’s partner agencies, and providing local agencies with planning resources to pilot new technologies and initiatives to reduce travel demand.

OVERALL WORK PROGRAM

Strategic Plan:

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

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

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

290 Research, Planning and Engagement for Sustainable Communities

Managers: Sarah Jepson, Marco Anderson, Elizabeth Carvajal, Frank Wen, Warren Whiteaker & Hsi-Hwa Hu

Program Objective:

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

Strategic Plan:

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

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

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

Manager: Elizabeth Carvajal

Program Objective:

Under the California 2019-20 Budget Act, SCAG was awarded \$47 million in Regional Early Action Planning (REAP 1.0) funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region’s goals for producing

OVERALL WORK PROGRAM

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

Strategic Plan:

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

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

303 Economic Empowerment

Manager: Elizabeth Carvajal

Program Objective:

The Economic Empowerment Program is focused on the implementation of targeted, place-based programs aimed at achieving economic empowerment, environmental and restorative justice across intersectional policy goals identified in the RTP/SCS and the Regional Housing Needs Allocation (RHNA) process. This program will ensure that the recommendations of the Racial Equity and Regional Planning Subcommittee inform the strategies and implementation plans in Connect SoCal 2024. The staff in this program are also charged with identifying new partnerships, projects and funding sources to develop new programs for implementation of Connect SoCal 2020, the future Connect SoCal 2024, and SCAG’s adopted Racial Equity Action Plan.

Strategic Plan:

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

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

OVERALL WORK PROGRAM

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

Managers: Elizabeth Carvajal, Kate Kigongo, Frank Wen & Marco Anderson

Program Objective:

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

Strategic Plan:

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

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

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

310 Planning Strategy Development and Implementation

Manager: Frank Wen

Program Objective:

This project will develop a strategic framework for coordinating the implementation, monitoring, and performance assessment of the current Connect SoCal (2020 Regional Transportation Plan/Sustainable Communities Strategy) alongside coordinating the integration of existing strategies, emerging trends and technologies across all SCAG departments to develop of the next Connect SoCal (2024 RTP/SCS). This project will coordinate and advance planning division priorities and major work programs, and coordinate projects that fall in different departments. Additionally, this program will foster partnerships with federal, state, regional, and local agencies. To accomplish above objectives, the Planning Strategy Department will coordinate planning

OVERALL WORK PROGRAM

teams in the following program areas: Connect SoCal Development, Connect SoCal Strategies, and Performance Measurement and Monitoring., Local Planning and Program Assistance, and Local Jurisdiction Technical and Information Assistance.

Strategic Plan:

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

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

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

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

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

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

315 Last Mile Freight Program – MSRC

Manager: Philip Law

Program Objective:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP). The LMFP is intended to achieve immediate reductions in criteria pollutants and greenhouse gas emissions from commercially deployed vehicles/equipment serving the last mile delivery market. The LMFP will inform both industry and the public regarding zero-emissions/near-zero emissions vehicle/equipment and supporting infrastructure performance and how this information can be used to scale emissions reductions to contribute to regional air quality goals.

Strategic Plan:

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

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

OVERALL WORK PROGRAM

320 Inclusive Economic Recovery Strategy (IERS) Implementation Grant

Manager: Victor Negrete

Program Objective:

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

Strategic Plan:

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

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

FTA GRANT BUDGET

FTA DISCRETIONARY AND FORMULA GRANT BUDGET

Program Overview

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

As the Designated Recipient, SCAG is responsible to apply for and pass through Section 5339 and Section 5312 grant funds for specialized transportation programs and projects, which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guide-way, as well as to construct related facilities and purchase related equipment.

Line Item Budget

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

Cost Category	FY23 Adopted	FY24 Proposed	Incr (Decr)
500XX Staff	\$ 26,792	\$ 2,047	\$ (24,745)
54300 SCAG Consultant	\$ 200,000	\$ 218,719	\$ 18,719
54360 Pass Through Payments			
Riverside Transit Agency	373,133	200,000	(173,133)
SunLine Transit Agency	430,906	-	(430,906)
Metro-Foothill	275,504	-	(275,504)
ATNs'	-	-	-
54360 Total	\$ 1,079,543	\$ 200,000	\$ (879,543)
55930 Miscellaneous Other	\$ 90,000	\$ -	\$ (90,000)
55931 Miscellaneous Labor	\$ 80,000	\$ 69,288	\$ (10,712)
59090 Exp Local Other			
Riverside Transit Agency	93,225	49,942	(43,283)
SunLine Transit Agency	81,439	-	(81,439)
Metro-Foothill	103,051	-	(103,051)
ATNs'	-	-	-
59090 Total	\$ 277,715	\$ 49,942	\$ (227,773)
Sub-total	\$ 1,754,050	\$ 539,996	\$ (1,214,054)
51000 Fringe Benefits	\$ 20,427	\$ 1,373	\$ (19,054)
51001 Indirect Costs	\$ 66,318	\$ 4,693	\$ (61,625)
Total	\$ 1,840,795	\$ 546,062	\$ (1,294,733)

TDA BUDGET

TDA BUDGET

Program Overview

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate up to ¾ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. SCAG uses TDA to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

Line Item Budget

In FY 2023-24, the TDA budget includes \$5,627,117 for consultants and staff related costs to support local transportation planning projects.

The following table shows the TDA line item budget.

	FY23 Adopted	FY24 Proposed	Incr (Decr)
REVENUES:			
TDA Revenue	5,240,123	5,397,327	157,204
Transfer from Fund Balance	-	229,790	229,790
Total Revenues	5,240,123	5,627,117	386,994
EXPENDITURES:			
500XX Staff	721,642	1,010,724	289,082
54300 SCAG consultant	793,177	1,051,998	258,821
54302 Non-Profits/IHL	14,094	-	(14,094)
54340 Legal	20,000	164,520	144,520
55210 Software Support	5,735	5,735	-
55520 Graphic Supplies	5,000	4,000	(1,000)
55460 Materials & Equipment Purchases < \$5K	-	1,000	1,000
55580 Outreach/Advertisement	-	6,000	6,000
55610 Prof Membership	-	1,000	1,000
55914 RC General Assembly	-	208,190	208,190
55915 Demographic Workshop	-	18,200	18,200
55916 Economic Summit	-	55,250	55,250
55930 Miscellaneous other	22,068	9,000	(13,068)
55950 Temporary Help	10,211	-	(10,211)
56100 Printing	-	16,000	16,000
58100 Travel	5,000	26,000	21,000
58110 Mileage	-	4,000	4,000
58150 Travel lodge>Per Diem	-	13,000	13,000
Sub-total	1,596,927	2,594,617	993,690
51000 Fringe benefits - Reg Staff	550,184	675,430	125,246
51003 Fringe benefits - Intern	-	-	-
51001 Indirect Cost	1,823,768	2,357,070	533,302
Non-Capital	3,970,879	5,627,117	1,652,238
55310 F&F Principal	160,241	-	(160,241)
55315 F&F Interest	1,836	-	(1,836)
55320 AV Principal	117,206	-	(117,206)
55325 AV Interest	653	-	(653)
Capital & Debt Service	279,936	-	(279,936)
Total Expenditures	4,250,815	5,627,117	1,372,302

GENERAL FUND BUDGET

GENERAL FUND BUDGET (GF)

Program Overview

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

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

Membership Dues Assessments

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

GENERAL FUND BUDGET

General Fund Line Item Budget

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

		FY22 Actual	FY23 Adopted Budget	FY24 Proposed Budget	FY23 Adopted To FY24 Proposed Incr (Decr)
REVENUE:	Membership Dues:				
	Counties	322,491.00	336,895	349,754	12,859
	Cities	1,762,255.59	1,876,843	2,011,702	134,859
	Commissions	88,500.00	88,500	88,500	-
	Transportation Corridor Agency	10,000.00	10,000	10,000	-
	Air Districts	10,000.00	10,000	10,000	-
	Sub-total	2,193,246.59	2,322,238	\$ 2,469,956	\$ 147,718
	Interest	26,699.86	90,000	55,086	(34,914)
	Other	184,016.98	41,800	41,800	-
	General Assembly Sponsorships & Registrations	340,575.00	340,000	340,000	-
	Transfer from Fund Balance	-	596,114	182,905	(413,209)
	Sub-total	551,291.84	1,067,914	\$ 619,791	\$ (448,123)
	Total Revenues	2,744,538.43	3,390,152	\$ 3,089,747	\$ (300,405)
	EXPENDITURES:				
Task .01 Regional Council	Regional Council:				
	Staff Time	87,702.61	48,546	26,738	(21,808)
	EAC Retreat	19,248.13	40,000	40,000	-
	Legal Services	103,284.30	135,000	164,840	29,840
	Miscellaneous Other	4,546.77	-	-	-
	Other Meeting Expense	7,662.58	20,000	20,000	-
	Professional Memberships	549.29	-	-	-
	RC/Committee Meeting	-	15,000	15,000	-
	Stipends	234,230.00	245,000	245,000	-
	Travel - Outside	4,279.31	50,000	50,000	-
	Travel - Local	6,662.02	46,000	46,000	-
Mileage - Local	1,329.77	25,000	25,000	-	
Task sub-total	469,494.78	624,546	\$ 632,578	\$ 8,032	
Task .02 Legislative	Legislative:				
	Staff Time	8,988.39	29,324	34,086	4,762
	Federal/State Lobbyist	228,000.00	228,000	228,000	-
	Networking Meeting/Special Events	2,540.00	-	-	-
	Other Meeting Expense	-	15,000	15,000	-
	Resource Materials/Subscriptions	-	2,000	2,000	-
	Travel - Outside	3,884.82	10,000	10,000	-
	Travel - Local	1,084.81	-	-	-
Mileage	40.95	500	500	-	
Task sub-total	244,538.97	284,824	\$ 289,586	\$ 4,762	

GENERAL FUND BUDGET

General Fund Line Item Budget (continued)

		FY22 Actual	FY23 Adopted Budget	FY24 Proposed Budget	FY23 Adopted To FY24 Proposed Incr (Decr)
Task .03 RHNA	RHNA:				
	Staff Time	-	-	53,688	53,688
Task sub-total		-	-	\$ 53,688	\$ 53,688
Task .04 Other Non-Labor	Other Non-Labor:				
	Bank Fees	17,194.73	15,000	15,000	-
	Demographic Workshop	-	28,000	-	(28,000)
	Economic Summit	25,000.00	85,000	-	(85,000)
	Legal Services	-	205,000	220,000	15,000
	Miscellaneous Other	3,176.95	20,000	20,000	-
	Other Meeting Expense	24,030.00	50,000	50,000	-
	Professional Memberships	6,809.26	11,500	11,500	-
	SCAG Consultant	150,000.00	76,415	26,500	(49,915)
	SCAG Memberships	166,079.65	127,600	-	(127,600)
	Scholarships	-	44,000	-	(44,000)
	Sponsorships	99,540.00	165,000	-	(165,000)
	Training Registration	11,995.65	-	-	-
	Travel	968.69	2,500	2,500	-
	Travel - Local	272.93	1,500	1,500	-
Staff Lodging Expense	3,377.54	13,000	-	(13,000)	
Mileage - Local	151.37	500	500	-	
Task sub-total		508,596.77	845,015	\$ 347,500	\$ (497,515)
Task .06 General Assembly	General Assembly:				
	Staff Time	31,436.77	33,082	12,141	(20,941)
	General Assembly	651,713.16	611,500	453,310	(158,190)
	Other Meeting Expense	5,700.00	-	1,500	1,500
	Printing	-	10,000	4,000	(6,000)
	SCAG Consultant	99,494.84	180,000	43,200	(136,800)
	Travel - Local	1,234.91	-	-	-
	Mileage	3,972.48	5,000	1,000	(4,000)
Task sub-total		793,552.16	839,582	\$ 515,151	\$ (324,431)
Task .10 Capital Outlay >\$5K	Capital Outlay >\$5K				
	Capital Outlay	1,026,795.60	-	-	-
Task sub-total		1,026,795.60	-	\$ -	\$ -
Task .11 Public Records Administration	Public Records Administration:				
	Staff Time	21,620.58	51,524	72,642	21,118
Task sub-total		21,620.58	51,524	\$ 72,642	\$ 21,118
Task .14 International Collaboration	International Collaboration:				
	Staff Time	1,684.16	6,063	4,845	(1,218)
	Miscellaneous Other	-	2,000	2,000	-
	Other Meeting Expense	-	1,500	1,500	-
	Mileage	-	500	500	-
Task sub-total		1,684.16	10,063	\$ 8,845	\$ (1,218)

GENERAL FUND BUDGET

General Fund Line Item Budget (continued)

		FY22 Actual	FY23 Adopted Budget	FY24 Proposed Budget	FY23 Adopted To FY24 Proposed Incr (Decr)
Task .20 Go Human Events	Go Human Events:				
	Outreach/Advertisement	661.34	-	-	-
	Task sub-total	661.34	-	\$ -	\$ -
Task .23 Other Labor	Other Labor:				
	Staff Time	1,260.42	32,777	34,962	2,185
	Task sub-total	1,260.42	32,777	\$ 34,962	\$ 2,185
Task .26 Employee Engagement Program	Employee Engagement Program				
	Engagement Committee	8,633.44	20,000	20,000	-
	Employee Recognition	3,935.21	15,000	15,000	-
	Department Allowance	13,148.76	15,000	15,000	-
	Task sub-total	25,717.41	50,000	\$ 50,000	\$ -
Task .28 Grant Program	Grant Program				
	Staff Time	190,808.06	-	-	-
	Task sub-total	190,808.06	-	\$ -	\$ -
Task .29 Special Events	Special Events				
	Demographic Workshop	-	-	9,800	9,800
	Economic Summit	-	-	29,750	29,750
	RC Sponsorships	-	-	165,000	165,000
	SCAG Memberships	-	-	127,600	127,600
	Scholarships	-	-	44,000	44,000
	Task sub-total	-	-	\$ 376,150	\$ 376,150
	Total for all tasks	3,284,730.25	2,738,331	\$ 2,381,102	\$ (357,229)
	Allocated Fringe Benefits	268,755.18	153,486	160,398	6,912
	Allocated Indirect Costs	865,179.20	498,335	548,247	49,912
	Total	4,418,664.63	3,390,152	\$ 3,089,747	\$ (300,405)

*Totals may not add due to rounding

FRINGE BENEFITS BUDGET

FRINGE BENEFITS BUDGET (FB)

Program Overview

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

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

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

A rate is applied to all OWP, GF and IC salaries, e.g., for every \$1,000 of salaries, the FB budget is \$670.83 (67.0832%).

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

FRINGE BENEFITS BUDGET

Line Item Budget

The following table shows the Fringe Benefits line item budget.

GL Account	Line Item	FY23 Adopted	FY24 Proposed	Incr (Decr)
60002	Sick leave	308,637	537,332	228,695
60004	PFH	612,907	680,951	68,044
60003	Holiday	1,127,304	1,251,499	124,195
60001	Vacation	1,299,227	1,773,195	473,968
60032	Sick - Interns	10,333	10,333	-
60041	Vacation Cash Out	274,345	75,000	(199,345)
60110	PERS	7,402,214	8,385,649	983,435
60120	PARS	79,690	80,752	1,062
60200	Health insurance - actives	1,996,800	2,904,612	907,812
60201	Health insurance - retirees PAYGO	698,772	703,491	4,719
60210	Dental insurance	308,458	327,592	19,134
60220	Vision insurance	93,611	91,550	(2,061)
60225	Life insurance	103,268	123,106	19,838
60240	Medicare tax employers - regular staff	346,765	439,451	92,686
60250	Medicare tax employers - interns	4,495	4,495	-
60255	Social security tax employers - interns	23,715	23,715	-
60300	Tuition reimbursement	43,776	43,776	-
60310	Bus passes - regular staff	264,576	50,000	(214,576)
60315	Bus passes - interns	24,757	8,073	(16,684)
60360	De Minimis Employee Exp	15,000	15,000	-
60365	De Minimis Employee Exp Interns	5,167	5,167	-
60366	Technology Allowance	274,560	388,080	113,520
60367	Technology Allowance Intern	22,733	28,933	6,200
60400	Workers compensation	142,380	146,286	3,906
60405	Unemployment compensation Insurance	35,000	35,000	-
60410	Miscellaneous employee benefits	13,836	16,836	3,000
60415	SCAG 457 match	133,750	434,750	301,000
60450	Benefits administrative fees	84,561	85,605	1,044
60500	Automobile allowance	20,700	20,700	-
		15,771,337	18,690,931	2,919,594

*Totals may not add due to rounding

INDIRECT COST BUDGET

INDIRECT COST BUDGET (IC)

Program Overview

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

An IC rate, approved by FTA and Caltrans, is applied to all productive staff salaries and fringe costs. For example, for every \$1,000 of direct salaries and fringe, the IC budget is \$1,372.35 (137.2349%). A review of the comprehensive line item budget chart beginning on page 12 shows the impact of this concept. Notice that the budgets for the OWP, TDA and General Fund include allocated funds for the indirect costs which represents each budget component’s share of funding the Indirect Cost program.

INDIRECT COST BUDGET

Line Item Budget

The following table shows the Indirect Cost line item budget.

GL Account	Cost Category	FY23 Adopted	FY24 Proposed	Incr (Decr)
	Staff	10,048,467	12,489,756	2,441,289
5430X	SCAG consultant	2,327,825	3,113,268	785,443
54340	Legal	230,000	186,335	(43,665)
55201	Network and Communications	238,700	179,548	(59,152)
55210	Software support	829,900	983,709	153,809
55220	Hardware support	503,518	693,826	190,308
55240	Repair- maintenance	56,000	55,000	(1,000)
55251	Infrastructure Cloud Services	1,966,400	2,754,062	787,662
55271	On-Prem Software	286,636	579,348	292,712
55275	Co-location Services	168,947	171,997	3,050
55315	Furniture & Fixture Interest	771	-	(771)
55325	Audio-visual Equipment Interest	2,019	-	(2,019)
55400	Office rent / Operating expense	2,371,519	2,442,665	71,146
55410	Office rent satellite	286,546	295,142	8,596
55415	Off-site Storage	5,000	5,000	-
55420	Equipment leases	100,000	100,000	-
55430	Equip repairs and maintenance	1,000	2,000	1,000
55435	Security Services	100,000	100,000	-
55440	Insurance	315,000	370,000	55,000
55441	Payroll / bank fees	17,500	17,500	-
55445	Taxes	1,000	1,000	-
55460	Materials & equipment <\$5K	154,000	204,000	50,000
55510	Office supplies	73,800	73,800	-
55520	Graphic Supplies	4,000	4,000	-
55540	Postage	10,000	10,000	-
55550	Delivery services	12,000	15,000	3,000
55600	SCAG memberships	104,000	104,000	-
55610	Professional memberships	1,500	1,500	-
55611	Professional dues	1,950	8,750	6,800
55620	Resource materials	160,500	169,000	8,500
55630	COVID Facility Exp	53,740	53,740	-
55631	ADA & Safety Compliance	15,000	15,000	-
55700	Depreciation - furniture & fixture	250,000	250,000	-
55720	Amortization - lease	75,000	75,000	-
55800	Recruitment adverting	25,000	65,000	40,000
55801	Recruitment - other	45,000	45,000	-
55820	In House Training	30,000	70,000	40,000
55830	Networking Meetings/Special Events	20,000	20,500	500
55840	Training Registration	75,000	98,000	23,000
55920	Other meeting expense	1,250	1,250	-
55930	Miscellaneous other	87,000	13,000	(74,000)
55950	Temporary help	106,000	186,000	80,000
56100	Printing	23,000	23,000	-
58100	Travel	77,000	111,000	34,000
58101	Travel - local	15,500	19,378	3,878
58110	Mileage	15,500	18,200	2,700
	Sub-total	21,292,488	26,194,274	4,901,786
51000	Fringe benefits - regular staff	7,577,112	8,304,738	727,626
51003	Fringe benefits - interns	32,361	26,885	(5,476)
	Total	\$ 28,901,961	34,525,897	\$ 5,623,936

*Totals may not add due to rounding

INDIRECT COST BUDGET

Indirect Cost Work Areas

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

Group	Work Area	Activities
Administration	Finance	Finance is responsible for all financial activities of the agency, including accounting, budget & grants, investment policy, contracts, procurement, internal audits, and directing outside audits.
	Human Resources	Human Resources (HR) is responsible for staff recruitment, employee relations, training, employee benefits, maintaining personnel records, and administration of personnel rules and systems.
	Information Technology	Information Technology (IT) supports IT operations, computers for office staff, modeling and GIS capabilities, phone systems, video conferencing and networks as well as Facilities/property management for all of SCAG offices.
Agency-wide Management		The Agency-wide Management section is responsible for the management of staff, the budget, and day-to-day operations of the departments. The Executive Director is the official representative of the agency and its policies.
Legal Services		Legal Services is responsible for all internal and external legal affairs of SCAG.
Government and Public Affairs	Legislation	This unit is responsible for interfacing with the legislative processes at the federal and state level.
	Regional Services & Media and Public Affairs	The primary responsibility of this unit is to maintain and expand governmental, community and private sector participation in the regional planning work of SCAG. This is done by working with cities and counties, local government officials, community, and business interest groups.



Draft
Comprehensive Budget
FISCAL YEAR 2023-24

SECTION III
APPENDICES

BUDGET LINE ITEMS

DESCRIPTION OF BUDGET LINE ITEM

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

Account/Line Item	Description
500XX Staff	Staff wages including non-worktime.
54300 Consultant	Outside experts retained to provide special expertise.
54301 Consultant – Other	Same as 54300 above. Outside experts retained to provide special expertise, specifically for IT services.
54302 Non-Profits/IHL	Partnerships with non-profit organizations and institutes of higher learning (IHL).
54303 Consultant TC	Same as 54300 above. Toll credits are used in lieu of local matching funds, which allows for work to be 100% funded with federal funds.
54304 Consultant Technical Assistance	Outside experts retained to provide special expertise as well as pass-through funding to partner agencies.
54315 Consultant IC – REAP Admin	Same as 54300 above. 5% administration costs that are incurred by outside experts.
54340 Legal	Outside legal experts retained to provide special expertise.
54360 Pass-Through Payments	Payments received by SCAG but passed through to other agencies.
55201 Network and Communications	Fees paid for any network infrastructure including network circuits, internet, and VoIP systems and calling plans.
55210 Software Support	Fees paid for telephone support and updates of SCAG’s high-end desktop and network software.
55220 Hardware Support	Fees paid for maintenance and repair contracts on SCAG’s computer servers.
55240 Repair - Maintenance	Processes that do not enhance function or extend the useful life of an asset are expensed as repairs.
55250 Cloud Services	Monthly recurring costs for cloud compute and storage capacity.
55251 Infrastructure Cloud Services	Fees paid for any software, licenses, or software support that is managed in the cloud by a 3rd party provider or is related to cloud provided software or services.
55270 Software Purchases	Fees paid for initial software purchase.
55271 On-Prem Software	Fee paid for any software, licenses, or software support that is installed to or used for SCAG owned servers in our datacenters or private cloud infrastructure.
55275 Co-location Services	Fee paid for any services, products, features, or support that are provided by an IT co-location or data center provider.
5528X 3rd Party Contribution	Like-kind contribution from other agencies that are match for SCAG’s grants.

BUDGET LINE ITEMS

Account/Line Item	Description
55310 Furniture & Fixtures Principal	Principal portion of furniture and fixtures debt service payments.
55315 Furniture & Fixtures Interest	Interest portion of furniture and fixtures debt service payments.
55320 Audio-visual Equipment Principal	Principal portion of audio-visual equipment debt service payments.
55325 Audio-visual Equipment Interest	Interest portion of audio-visual equipment debt service payments.
55400 Office Rent / Operating Expense	Rent and operating expense paid for SCAG’s main office.
55410 Office Rent Satellite	Rent paid for SCAG’s satellite offices.
55415 Off-site Storage	Fees paid for off-site storage.
55420 Equipment Leases	Fees paid for copier, telephone, postage, equipment, etc.
55430 Equipment Repairs - Maintenance	Fees paid to outside vendors to repair SCAG owned equipment.
55435 Security Services	The cost of physical security services at SCAG’s locations.
55440 Insurance	SCAG’s liability insurance premiums.
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services.
55445 Taxes	Personal property taxes levied on SCAG’s assets.
55460 Materials & Equipment <\$5,000	Used to buy capital equipment with unit costs under \$5,000 (it’s not necessary to capitalize and depreciate).
55510 Office Supplies	Routine office supplies and paper for copy machines.
55520 Graphic Supplies	Materials used in the production of documents for agency communications, presentations, etc.
55530 Telephone	SCAG’s monthly telephone fees paid for both voice and data lines.
55540 Postage	Postage and delivery fees.
55550 Delivery Services	Cost of outside courier delivery and other non-USPS services.
55580 Outreach/Advertisement	Cost of advertising and public outreach for SCAG programs and services.

BUDGET LINE ITEMS

Account/Line Item	Description
55600 SCAG Memberships	Pays for SCAG to belong to various organizations.
55610 Professional Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations.
55611 Professional Dues	Dues paid on behalf of SCAG employees for professional licenses (Certified Public Accountant, Certified Internal Auditor or State Bar).
55620 Resource Materials / Subscriptions	Fees for book purchases, subscriptions and data acquisition.
55630 COVID Facility Expense	Pays for facility expenses related to COVID 19.
55631 ADA & Safety Compliance	Pays for ADA and safety compliance expenses.
55700 Depreciation - Furniture & Fixtures	The general fund buys assets that have a cost greater than \$5,000 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to a grant using this account.
55710 Depreciation - Computer	Same as above
55720 Amortization – Lease	To account for amortization of leasehold improvements.
55730 Capital Outlay	Fixed asset purchases greater than \$5,000. The cost is recovered when depreciation is charged to a grant.
55800 Recruitment - Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG.
55801 Recruitment – Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants.
55820 Staff Training	Used to provide access to outside training opportunities or to bring experts for in-house training.
55830 Networking Meetings / Special Events	Cost of informational events attended by SCAG staff and elected officials.
55840 Training Registration	Training registration cost for staff.
55860 Scholarships	Contributions by SCAG to offset the educational expense of selected students.
55910 RC/Committee Meetings	Pays for the food and other expenses associated with hosting RC and committee meetings.
55912 EAC Retreat	The EAC holds an annual off-site retreat. This budget pays for the actual meeting expenses such as meals and conference facilities.

BUDGET LINE ITEMS

Account/Line Item	Description
55914 RC General Assembly	The by-laws require an annual meeting of the membership. This budget pays for the actual meeting expenses such as meals and conference facilities.
55915 Demographic Workshop	Pays for the meeting expenses of the annual workshop that addresses demographic issues.
55916 Economic Summit	Pays for the meeting expenses of the annual summit that addresses economic issues.
55918 Housing Summit	Pays for the expenses of the annual summit that addresses housing issues.
55920 Other Meeting Expense	Pays for other, non-food expenses related to meeting support.
55930 Miscellaneous Other	Pays for other, minor expenses not categorized elsewhere.
55931 Miscellaneous Labor	Pays for other labor expenses not categorized elsewhere.
55932 Miscellaneous Labor, Future	Pays for other labor expenses not categorized elsewhere for the future budget.
55936 Engagement Committee	Pays for employee engagement committee activities and projects.
55937 Employee Recognition	Pays for employee recognition activities.
55938 Department Allowances	Pays for employee recognition activities by department managers.
55940 Stipend-RC Meeting	Stipends paid to RC Members for attending meetings.
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing.
55980 Contingency – General Fund	Funds available for unforeseen spending.
56100 Printing	Pays for outside printing costs of SCAG publications and brochures.
58100 Travel	Pays for staff and RC travel on behalf of SCAG projects.
58101 Travel – Local	Travel inside the SCAG region.
58110 Mileage	Cost of automobile travel at the IRS rate per mile.
58150 Staff Lodging Expense	General funds used to pay for staff lodging expenses, under certain conditions, greater than state or federal guidelines.
58800 RC Sponsorships	General funds allocated to events supported by RC actions.

BUDGET LINE ITEMS

Account/Line Item	Description
59090 Expense-Local Other	Cash contributions from local agencies for projects funded with federal pass-through funds from SCAG.
60041 Vacation Cash Out	Vacation cash-out program for staff and management.
60110 Retirement-PERS	Pays for employee share of contributions to PERS.
60120 Retirement-PARS	SCAG contribution to the supplemental defined benefit retirement plan.
60200 Health Insurance – Active Employees	SCAG contribution for employee health insurance
60201 Health Insurance – Retirees PAYGO	Retiree health insurance premiums paid to CalPERS.
60202 Health Insurance – Retirees GASB 45	Retiree health insurance premiums paid to the California Employers’ Retiree Benefit Trust, as computed by an actuary.
60210 Dental Insurance	SCAG contribution for employee dental insurance
60220 Vision Insurance	SCAG contribution for employee vision insurance
60225 Life Insurance	SCAG cost of life insurance for each benefit-eligible employee.
60240 Medicare Tax Employer Share	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60250 Medicare Tax ER – Interns	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60255 Social Security ER – Interns	Employer’s share of social security on wages paid.
60300 Tuition Reimbursement	All employees can participate in a tuition reimbursement program for work related classes.
60310 Transit Passes	All employees who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60315 Bus Passes NT – Interns	Interns who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60360 De Minimis Employee Exp	Stipends paid to employees related to COVID-19
60365 De Minimis Employee Exp Interns	Stipends paid to interns related to COVID-19
60366 Technology Allowance	The allowance covers phone usage, offset employees’ cost of burden utilizing internet and electricity/water while working remotely.
60367 Technology Allowance Intern	Same as 60366 above but for intern staff.
60400 Workers Compensation Insurance	This is mandated insurance for employees that provides a benefit for work-related injuries.

BUDGET LINE ITEMS

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

Attachment: FY24 DRAFT COMPREHENSIVE BUDGET_March 2, 2023 RC Mtg (Approval of the Fiscal Year 2023-24 Draft Comprehensive

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment

Schedule Fiscal Year 2023-24

As of February 1, 2023

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2023-24
<u>COUNTIES (6)</u>		
IMPERIAL	33,709	7,378
LOS ANGELES	1,009,857	151,187
ORANGE	132,437	40,237
RIVERSIDE	396,717	70,644
SAN BERNARDINO	300,003	59,516
VENTURA	93,798	20,792
	<hr/>	<hr/>
SUB-TOTAL	1,966,521	349,754

CITIES (191)

ADELANTO	36,357	4,683
AGOURA HILLS	19,771	2,525
ALHAMBRA	81,834	9,915
ALISO VIEJO	50,782	6,343
ANAHEIM	341,245	40,011
APPLE VALLEY	75,628	9,201
ARCADIA	55,934	6,935
ARTESIA	16,226	2,117
AVALON	3,394	490
AZUSA	49,704	6,219
BALDWIN PARK	70,855	8,652
BANNING	30,877	4,052
BARSTOW	25,202	3,400
BEAUMONT	54,690	6,792
BELL	33,624	4,369
BELLFLOWER	77,359	9,400
BELL GARDENS	38,861	4,971
BEVERLY HILLS	32,265	4,212
BIG BEAR LAKE	5,041	680
BLYTHE	17,505	2,264
BRADBURY	904	204
BRAWLEY	26,952	3,601
BREA	46,872	5,893
BUENA PARK	83,430	10,099
BURBANK	105,451	12,882
CALABASAS	22,926	2,888

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment

Schedule Fiscal Year 2023-24

As of February 1, 2023

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2023-24
CALEXICO	38,711	4,954
CALIMESA	10,899	1,504
CALIPATRIA	6,367	833
CAMARILLO	70,171	8,573
CANYON LAKE	11,056	1,522
CARSON	92,362	11,127
CATHEDRAL CITY	51,840	6,464
CERRITOS	48,634	6,095
CHINO	91,998	11,085
CHINO HILLS	77,964	9,470
CLAREMONT	37,072	4,765
COACHELLA	42,158	5,350
COLTON	53,617	6,669
COMMERCE	12,140	1,647
COMPTON	94,233	11,342
CORONA	156,778	18,788
COSTA MESA	111,394	13,566
COVINA	50,449	6,304
CUDAHY	22,318	2,818
CULVER CITY	40,135	5,118
CYPRESS	49,810	6,231
DANA POINT	32,943	4,290
DESERT HOT SPRINGS	32,569	4,247
DIAMOND BAR	54,204	6,736
DOWNEY	112,584	13,703
DUARTE	21,258	2,696
EASTVALE	69,929	8,546
EL CENTRO	44,508	5,621
EL MONTE	107,706	13,142
EL SEGUNDO	17,084	2,216
FILLMORE	16,469	2,145
FONTANA	212,809	25,234
FOUNTAIN VALLEY	56,564	7,008
FULLERTON	142,732	17,172
GARDEN GROVE	170,526	20,370
GARDENA	59,947	7,397
GLENDALE	193,116	22,969
GLENDORA	51,821	6,462
GRAND TERRACE	13,042	1,751
HAWAIIAN GARDENS	13,619	1,817

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment

Schedule Fiscal Year 2023-24

As of February 1, 2023

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2023-24
HAWTHORNE	86,841	10,491
HEMET	89,646	10,814
HERMOSA BEACH	19,171	2,456
HESPERIA	100,324	12,293
HIDDEN HILLS	1,738	300
HIGHLAND	56,546	7,006
HOLTVILLE	5,565	740
HUNTINGTON BEACH	196,100	23,312
HUNTINGTON PARK	53,942	6,706
IMPERIAL	21,513	2,725
INDIAN WELLS	4,762	648
INDIO	89,137	10,755
INDUSTRY	438	150
INGLEWOOD	106,481	13,001
IRVINE	310,250	36,445
IRWINDALE	1,490	271
JURAPA VALLEY	105,384	12,875
LA CANADA FLINTRIDGE	20,081	2,560
LA HABRA	61,792	7,609
LA HABRA HEIGHTS	5,594	744
LA MIRADA	48,696	6,103
LA PALMA	15,332	2,014
LA PUENTE	37,587	4,824
LA QUINTA	37,860	4,856
LA VERNE	32,304	4,217
LAGUNA BEACH	22,706	2,862
LAGUNA HILLS	30,750	4,038
LAGUNA NIGUEL	64,316	7,900
LAGUNA WOODS	17,514	2,265
LAKE ELSINORE	71,615	8,740
LAKE FOREST	86,775	10,484
LAKESWOOD	80,876	9,805
LANCASTER	175,164	20,903
LAWNDALE	31,301	4,101
LOMA LINDA	25,349	3,416
LOMITA	20,633	2,624
LONG BEACH	460,682	53,753
LOS ALAMITOS	11,873	1,616
LOS ANGELES	3,819,538	440,700
LYNWOOD	66,723	8,177
MALIBU	10,686	1,479

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment

Schedule Fiscal Year 2023-24

As of February 1, 2023

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2023-24
	POP CITIES	
MANHATTAN BEACH	34,902	4,516
MAYWOOD	24,814	3,105
MENIFEE	106,627	13,018
MISSION VIEJO	92,515	11,144
MONROVIA	37,563	4,822
MONTCLAIR	37,846	4,854
MONTEBELLO	61,622	7,590
MONTEREY PARK	60,207	7,427
MOORPARK	35,399	4,573
MORENO VALLEY	209,407	24,843
MURRIETA	111,183	13,542
NEEDLES	4,876	661
NEWPORT BEACH	83,727	10,133
NORCO	24,909	3,116
NORWALK	101,645	12,445
OJAI	7,466	959
ONTARIO	179,516	21,404
ORANGE	137,676	16,590
OXNARD	200,050	23,766
PALM DESERT	50,889	6,355
PALM SPRINGS	44,397	5,608
PALMDALE	167,398	20,010
PALOS VERDES ESTATES	12,980	1,743
PARAMOUNT	52,477	6,538
PASADENA	138,310	16,663
PERRIS	78,890	9,577
PICO RIVERA	61,442	7,569
PLACENTIA	51,204	6,391
POMONA	149,766	17,981
PORT HUENEME	21,599	2,735
RANCHO CUCAMONGA	174,476	20,824
RANCHO MIRAGE	16,804	2,183
RANCHO PALOS VERDES	41,468	5,271
RANCHO SANTA MARGARITA	47,279	5,940
REDLANDS	72,585	8,851
REDONDO BEACH	68,972	8,435
RIALTO	103,954	12,710
RIVERSIDE	317,847	37,319

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment

Schedule Fiscal Year 2023-24

As of February 1, 2023

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2023-24
ROLLING HILLS	1,684	294
ROLLING HILLS ESTATES	8,289	1,054
ROSEMEAD	50,511	6,311
SAN BERNARDINO	220,840	26,158
SAN BUENAVENTURA	108,231	13,202
SAN CLEMENTE	63,380	7,792
SAN DIMAS	34,352	4,452
SAN FERNANDO	23,519	2,956
SAN GABRIEL	38,845	4,969
SAN JACINTO	54,593	6,781
SAN JUAN CAPISTRANO	34,798	4,504
SAN MARINO	12,257	1,660
SANTA ANA	308,459	36,239
SANTA CLARITA	228,835	27,078
SANTA FE SPRINGS	18,763	2,409
SANTA MONICA	92,408	11,132
SANTA PAULA	30,892	4,054
SEAL BEACH	24,846	3,109
SIERRA MADRE	10,865	1,500
SIGNAL HILL	11,597	1,584
SIMI VALLEY	124,985	15,130
SOUTH EL MONTE	19,668	2,513
SOUTH GATE	93,259	11,230
SOUTH PASADENA	26,580	3,558
STANTON	39,275	5,019
TEMECULA	109,925	13,397
TEMPLE CITY	36,262	4,672
THOUSAND OAKS	124,592	15,085
TORRANCE	144,433	17,367
TUSTIN	79,535	9,651
TWENTYNINE PALMS	27,685	3,685
UPLAND	79,139	9,605
VERNON	208	124
VICTORVILLE	136,561	16,462
VILLA PARK	5,782	765
WALNUT	28,094	3,732
WEST COVINA	108,243	13,204

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment

Schedule Fiscal Year 2023-24

As of February 1, 2023

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2023-24
WEST HOLLYWOOD	35,399	4,573
WESTLAKE VILLAGE	8,043	1,025
WESTMINSTER	90,393	10,900
WESTMORLAND	2,004	331
WILDOMAR	36,632	4,715
WHITTIER	87,931	10,617
YORBA LINDA	67,233	8,235
YUCCA VALLEY	21,813	2,760
YUCAIPA	54,494	6,770
SUB-TOTAL	16,693,119	2,010,897
<u>TRIBAL GOVERNMENTS (16)</u>		
AGUA CALIENTE BAND OF CAHUILLA INDIANS	27,090	3,617
AUGUSTIN BAND OF CAHUILLA INDIANS	0	150
CABAZON BAND OF MISSION INDIANS	192	122
CAHUILLA BAND OF MISSION INDIANS	229	126
CHEMEHUEVI INDIAN TRIBE	464	153
COLORADO RIVER RESERVATION	1,213	240
FORT MOJAVE INDIAN TRIBE	253	129
FORT YUMA (QUECHAN TRIBE) RESERVATION	1,876	316
MORONGO-MISSION INDIANS	1,243	243
PECHANGA BAND OF LUISENO INDIANS	582	167
RAMONA BAND OF MISSION INDIANS	0	150
SAN MANUEL BAND OF MISSION INDIANS	137	116
SANTA ROSA BAND OF CAHUILLA INDIANS	131	115
SOBOBA BAND OF LUISENO INDIANS	567	165
TORRES MARTINEZ BAND OF CAHUILLA INDIANS	119	114
TWENTY-NINE PALMS BAND OF MISSION INDIANS	0	150
SUB-TOTAL	34,096	6,073

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Proposed Membership Assessment

Schedule Fiscal Year 2023-24

As of February 1, 2023

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL POP CITIES	2023-24
<u>COMMISSIONS (7)</u>		
SBCTA	2,187,665	25,000
RCTC	2,435,525	25,000
VCTC	833,652	10,000
ICTC	179,329	3,500
Transportation Corridor Agency		10,000
OCTA	3,162,245	25,000
Air Districts		10,000
SUB-TOTAL	8,798,416	108,500
TOTAL MEMBERSHIP AND ASSESSMENTS		2,475,224

SCAG SALARY SCHEDULE

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

SCAG SALARY SCHEDULE

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



900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800
scag.ca.gov

REGIONAL OFFICES

IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (213) 236-1997

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

Santa Fe Depot
1170 West 3rd St., Ste. 140
San Bernardino, CA 92418
Tel: (213) 236-1925

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960

The Southern California Association of Governments (SCAG) is the nation’s largest metropolitan planning organization and council of governments. To better serve the 18.7 million residents and 191 cities it represents, SCAG has an office in each of its six member counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. For more information about SCAG call (213) 236-1800 or visit us at scag.ca.gov.

**FY 2023-24 Draft Comprehensive Budget
List of Personnel Changes**

No.	Division	Proposed Position	FTE	Work-Time (WT) Budget	Allocated Fringe Benefits (FB)	Total (WT+FB)	FY24 Draft Budget Impact
New Permanent Positions (n=7)							
1	HR	Human Resource Analyst II	1	97,438	65,365	162,803	162,803
2	IT	Senior Application Developer - Application Architect*	1	117,425	78,772	196,197	196,197
3	IT	Lead Systems Analyst - GIS Systems Analyst	1	117,425	78,772	196,197	196,197
4	Finance	Finance Associate	1	63,404	42,534	105,938	105,938
5	Finance	Principal Contracts Administrator	1	117,425	78,772	196,197	196,197
6	Planning	Principal Planner	1	117,425	78,772	196,197	196,197
7	Planning	Senior Regional Planner	1	107,527	72,132	179,659	179,659
New Limited-Term Position (n=1)							
1	GPA	Senior Public Affairs Specialist - Limited Term	1	107,527	72,132	179,659	179,659
Eliminated Limited-Term Positions (n=3)							
1	Planning	Assistant Regional Planner - Limited Term	(1)	(75,625)	(50,731)	(126,356)	(126,356)
2	Planning	Assistant Regional Planner - Limited Term	(1)	(75,625)	(50,731)	(126,356)	(126,356)
3	Planning	Principal Planner - Limited Term	(1)	(117,425)	(78,772)	(196,197)	(196,197)
Position Upgrades (n=4)**							
1	Finance	TBD to Principal Contracts Administrator	1	The incremental fiscal impacts will be determined based on results of internal recruitments and the budget will be added through the future amendment of FY24.			
2	Planning	TBD to Principal Planner	1				
3	Planning	TBD to Principal Planner	1				
4	Planning	TBD to Principal Planner	1				
Total							963,937

* Staff is still evaluating the classification of the position based on the experience and expertise needed for the position to be successful. Following the evaluation process, a position upgrade may be recommended. If a higher classification is recommended, staff is requesting pre-authorization to move forward with the recruitment and hiring of the position at the recommended classification level and the resulting fiscal impact, if needed, will be included in the future amendment of the FY 2023-24 Budget.

** Staff is requesting approval for four position upgrades opportunities for the existing staff. The fiscal impact of this change is not included in the FY 2023-24 Draft Budget as the candidates for the position upgrades have not yet been determined. However, when the candidates are determined, the resulting incremental fiscal impact will be calculated and included in the future amendment of the FY 2023-24 Budget.

Attachment: +List of Personnel Changes - FY24 Draft Comprehensive Budget (Approval of the Fiscal Year

Attachment – Classification and Compensation Study: Benefits Enhancements

<u>Proposed Benefit Changes:</u>		<u>Costs:</u>
Health Benefits	Introduce tier system & increase employer contribution for each tier (3): EE Only \$850; EE+1 \$1500, EE+ Fam \$1800; Decrease new employee opt out amount from \$800 to \$200	+\$662,012
Dental PPO	Add coverage for orthodontics	+\$0
Empower 457	Introduce a match for non-management staff up to \$1,500 annually	+\$298,500
Work@SCAG	Increase Monthly Technology Allowance from \$110 to \$140	+\$83,160
Fertility Care	Managed care that provides wrap around services to complement health plans & offers discounts on in-clinic visits & treatments	+\$25,000
Pet Insurance	Not currently offered – voluntary cost to employee; no cost to SCAG	+\$0
Vacation Cash-out	Adopt vacation cash out program as a permanent benefit	+\$0

Total cost of proposed benefits for FY24 Draft Comprehensive Budget is \$1,068,672; however, to offset this cost, \$413,921 has been reallocated from the Transit Reimbursement Program and Vacation Cash Out Program budget lines. The reductions in these budget lines were made based on the actual expenditures in the prior fiscal year. The net increase for the proposed benefits is approximately \$654,751.

Following the completion of an agency-wide classification and compensation study, SCAG adopted a new salary schedule upon Executive/Administration Committee and Regional Council approval of the FY23 Budget Amendment 2. As part of the classification and compensation study, SCAG’s consultant developed a custom total rewards market survey to gather benchmark classification pay ranges and salary data, paid time off accrual rates, benefits and retirement information, and remote work benefits offered. The results of this survey were used to develop both the implemented classification and compensation structure, as well as the comprehensive benefits proposal included in the FY2023-24 Draft Comprehensive Budget.

SCAG administered the comprehensive total rewards survey to the board-approved benchmark agencies, including the City of Long Beach, the City of Pasadena, LA Metro, Metropolitan Transportation Commission, Metropolitan Water District, Orange County, Orange County Transportation Authority, and South Coast Air Quality Management District. San Diego Association of Governments is included as a benchmark agency and was unable to respond to the total rewards survey, but publicly available data was incorporated into the proposal. To gather additional data of comparable agencies, Metropolitan Washington Council of Governments and Sacramento Area Council of Governments also participated in the study. The data used for the benefits proposal was gathered in 2021, and a summary of the proposed enhancements and detailed information on the market survey findings can be found in the sections below.

Findings:

Health Benefits:

SCAG currently contributes \$800 a month to all eligible employees, regardless of the number of dependents enrolled, and has not updated the benefits contribution since 2007. The results of the market survey confirmed that SCAG is significantly behind in medical contributions for staff, and specifically for those who are enrolled in a plan with one or more dependents. SCAG and most benchmark agencies participate in CalPERS Health Plans, and CalPERS premium costs have consistently increased each year. For the 2023 plan year, premiums increased an average of 7% across all offered health plans. To be competitive in the market and keep pace with increasing health premiums, the recommendation is to increase SCAG’s contribution and implement a tiered system to provide a greater contribution for those in plans with dependents. The market average contribution and recommended SCAG contribution is shown below.

	Employee Only	Employee + 1	Employee + 2
SCAG current contribution	\$800	\$800	\$800
Average contribution for benchmark agencies	\$875	\$1,725	\$2,120
SCAG proposed contribution	\$850	\$1,500	\$1,800

To forecast the impact to SCAG’s annual contribution costs as a result of the proposed tiered benefit system, SCAG used current enrollment data to develop assumptions for FY24 enrollment level. The proposed health plan contribution changes would result in a total annual increase of \$662,012, as shown in the tables below.

SCAG Contribution Cost Differences in Current and Proposed Plans (231 new employees)			
	% of New Employees Assumed in Plan* <i>*assumption based on current enrollment distribution</i>	Monthly Contribution - Current Plan	Monthly Contribution - Proposed Plan
EE Only	43.65%	\$800	\$850
EE +1	9.39%	\$800	\$1,500
EE +2	18.78%	\$800	\$1,800
Opt Out	28.18%	\$800	\$200* \$800**
	100.00% (n=231)	Current Plan Annual Cost for 231 staff: \$2,217,600	Proposed Plan Annual Cost for 231 staff: \$2,879,612

SCAG also provides the full \$800 back to employees who opt-out of health insurance. To offset added costs from the proposal, SCAG recommends reducing the cash value of the health insurance opt-out to \$200. This reduced opt-out value would be effective for all new and existing staff who do not currently opt-out (*). The opt-out cash value of \$800 would be grandfathered for all staff currently electing the health insurance opt-out (**). This amount is in alignment with our benchmark agencies. The overall increase for the tiered contribution proposal based on the assumptions is \$662,012.

Retirement Benefits:

SCAG encourages voluntary participation in our deferred compensation 457 plan, and currently provides a 50% match up to \$3,500 annually to most Managers and Directors. Of the 128 employees who contribute to the 457 plan, 25 are eligible for the employer match. With the implementation of PEPR, which reduced overall pension benefits, there is an increased importance on incentivizing employees to plan for their retirement. Over the years, SCAG has seen a large increase in PEPR members, and PEPR staff now make up 62% of the workforce. PEPR employees are newer staff members that are typically not eligible for the 457-employer match, creating inequities in retirement planning. Encouragement of responsible retirement planning and greater equity among SCAG employees will be achieved through the implementation of an employer match for all SCAG employees.

The results of the study showed that benchmark agencies are offering a deferred compensation plan match to all employees. The average employer 457 match was \$1,159. To support attracting and retaining top talent, SCAG recommends implementing a 50% match of up to \$1,500 annually for all non-management employees, with no change to the management match.

Fringe Benefits:

In FY22, SCAG implemented a technology allowance of \$110 per month for all employees to support Work@SCAG, SCAG's hybrid work program. This allowance is intended to cover a portion of personal expenses staff incur when working remotely including cell phone, utility, and internet usage. SCAG's recommendation is to increase the monthly technology allowance for staff to \$140 per month to bring this benefit closer to 20% of average monthly cell phone, utility, and internet costs, which represents an employer best practice.

SCAG also engaged our benefits broker, USI, to identify trends and other programs offered by peer agencies, focusing on voluntary benefits. SCAG was able to negotiate the addition of orthodontia coverage under the Delta Dental PPO plan at no additional costs. Other recommended benefits include offering fertility care, pet insurance, and mental health support. SCAG is proposing to add pet insurance as a voluntary benefit for staff, with no additional cost impact to the agency. SCAG also recommends offering benefit vendor, Carrot, which provides a comprehensive managed care fertility plan. Fertility care services are not currently offered in any SCAG health plans, and infertility care is only accessible following a medical diagnosis. Carrot provides personalized, expert support for people exploring their fertility health, pursuing parenthood, already pregnant, or going through menopause or low testosterone — all on an easy-to-access platform. Carrot provides services to complement health plans and offers - inclusivity to all demographics for a total annual cost to the agency of \$25,000 for all employees.

Since FY20, SCAG has been piloting a Vacation Cash Out Program. This program allows an employee to cash out up to 40 hours of vacation, once per fiscal year. Employees must meet certain eligibility requirements including maintaining a minimum of 80 hours of vacation leave after a cash out request is processed and have used at least 40 hours of vacation during the previous fiscal year. The pilot has proven to be a popular program, resulting in 66 employees leveraging this program over the past three years. SCAG recommends adopting the program as a permanent benefit for SCAG employees.

DRAFT FY 2023-24 OVERALL WORK PROGRAM AND PUBLIC COMMENT FORM

Link: <https://scag.ca.gov/post/draft-fy-2023-24-overall-work-program>



NO. 651
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, FEBRUARY 2, 2023

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

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

Members Present

Hon. Jan Harnik, President

Hon. Art Brown, 1st Vice President *Buena Park*

Supervisor Curt Hagman, 2nd Vice President

Hon. Clint Lorimore, Imm. Past President *Eastvale*

Supervisor Kathryn Barger

Supervisor Luis Plancarte

Supervisor Don Wagner

Supervisor Karen Spiegel

Hon. Maria Nava-Froelich

Hon. Brian Goodell

Hon. Alan Wapner

Hon. Mike T. Judge

Hon. Gil Rebollar

Hon. Kathleen Kelly

Hon. Linda Krupa

Hon. Zak Schwank

Hon. Frank Navarro

Hon. Larry McCallon

Hon. Deborah Robertson

Brawley

Palm Desert

Hemet

Temecula

Colton

Highland

Rialto

RCTC

District 21

San Bernardino County

District 4

Los Angeles County

Imperial County

Orange County

Riverside County

ICTC

OCTA

SBCTA

VCTC

District 1

District 2

District 3

District 5

District 6

District 7

District 8



Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Sandy Rains	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Benjamin Vazquez	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Kim B. Nguyen	<i>Garden Grove</i>	District 18
Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. 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. 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. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69
Ms. Lucy Dunn		Business Representative

Members Not Present
 Supervisor Hilda Solis
 Supervisor Vianey Lopez

Members Not Present

Members Not Present
 Los Angeles County
 Ventura County



Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Konstantine Anthony	<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. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
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. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

Staff Present

- Darin Chidsey, Chief Operating Officer
- Debbie Dillon, Chief Strategy Officer
- Cindy Giraldo, Chief Financial Officer
- Sarah Jepson, Director of Planning
- Javiera Cartagena, Director of Government and Public Affairs
- James Ramirez, Director of Human Resources (Acting)/Risk Management and Safety Officer
- Julie Shroyer, Chief Information Officer
- Michael Houston, Chief Counsel, Director of Legal Services
- Jeffery Elder, Deputy Legal Counsel
- Rube Duran, Board Counsel
- Maggie Aguilar, Clerk of the Board
- Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Harnik called the meeting to order at 12:02 p.m. and asked Regional Councilmember Drew Boyles, El Segundo, District 40, to lead the Pledge of Allegiance.

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

PUBLIC COMMENT PERIOD

President Harnik opened the Public Comment Period and outlined instructions for public comments. She noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. She reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

The Clerk of the Board acknowledged there were 15 written public comments related to agenda Item No. 3 that were received before the 5 p.m. deadline and were posted on the website and transmitted to members. She also noted there were no public comments received after the 5 p.m. deadline.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

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

There were no public comments speakers for Item No. 1.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

A MOTION was made (McCallon) that the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its February 1, 2023 meetings relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required

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

AYES: Aitken, Allen, Andrade-Stadler, Barger, Becerra, Boyer, Boyles, Bucknum, M. Clark, Crosswhite, Finlay, Gazeley, Goodell, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kelly, Kim, Krupa, Lorimore, Manos, Marquez, McCallon, McLean, McOsker, Michael, Nava-Froelich, Navarro, Plancarte, Putz, Rebollar, Rhodes, Robertson, Sandoval, Schwank, Shapiro, Simonoff, Spiegel, Vazquez, Wagner, Wapner and Yokoyama (44)

NOES: None (0)

ABSTAIN: Rains (1)

In the interest of time, action on Items 2 and the Consent Calendar 2 were acted upon together. The roll call vote is reflected below.

2. An Overview of Regional Transportation Safety Priorities and Recommendation to Adopt the 2023 Safety Targets

Kome Ajise, Executive Director, reported that on average, each year in Southern California, 1,450 people were killed, 5,500 were seriously injured, and 124,000 were injured in traffic collisions – and these numbers had been going up across the nation. He noted that to address these disturbing trends, SCAG continued to work closely with federal, state and local partners to develop comprehensive strategies and plans to reduce fatalities and serious injuries. He further noted that through partnerships, SCAG had also been able to develop a robust safety program to bring resources to our local communities that save lives and that many cities and counties have been recipients of educational resources or technical assistance through Go Human. He thanked the California Office of Traffic Safety for their ongoing support, especially Barbara Rooney, Director of the California Office of Traffic Safety under Governor Gavin Newsom. He explained that the education and planning work they pursue through Go Human is rooted in a data-driven approach,

which includes establishing annual safety targets for the region. He noted that the development of safety targets is also a federal requirement under MAP-21. He indicated that the Regional Council's action would approve the annual safety targets for the SCAG region. He noted that to provide context around the challenges and insights for achieving these targets, they had invited Ms. Rooney to provide some comments.

Ms. Rooney thanked staff and the Regional Council for their leadership and partnership. She also provided background information on the Office of Traffic Safety and noted that they work with about 300 state and local agencies on innovative evidence based behavioral safety programs. She mentioned that they were the state's voice for traffic safety and aimed to educate the public on safe driving habits and to be that primary source of information on traffic safety. She also reported that the most devastating issues they were experiencing right now was a crisis on roadway deaths. She explained that data for the city of Los Angeles showed 312 people were killed in traffic crashes last year, the highest total in 20 years, nearly a 30% increase from 2020. She indicated that of those killed in crashes, about half or 159 people, were pedestrians struck by car drivers, and 20 more people riding bikes were killed by drivers. She expressed that traffic safety deserved their undivided attention. She explained that the federal government had made significant investments in traffic transportation safety, and they were well positioned to take advantage of this historic level of funding. She mentioned that they were offering direct federal support to local agencies in California and highlighted that with the Office of Traffic Safety funds, SCAG's mini grant program completed 26 service projects and events to increase safety in historically disadvantaged areas most impacted by traffic deaths and injuries. She further stated that community engagement projects allow residents to identify and solve their unique traffic safety issues, improves active transportation safety in their communities, supports complete streets planning, and strengthens relationships with their local officials. She noted that this type of grassroots engagement with marginalized communities allows people to claim ownership of safe streets and public spaces and channeling that community support goes a long way in addressing equitable outcomes in Traffic Safety. She noted that engaging with underserved communities so they have a voice in crucial program planning decisions will drive behavior change and reduce racial disparities in traffic safety. She further explained that through the new public participation, engagement, and community collaboration requirements in federal law within IJA, there is a promise of gaining meaningful input from the public on how they are spending the federal funding. She indicated that funding will be prioritized to improve safety and communities identified as underserved who often face the highest rate of traffic deaths. She expressed that it was going to take a focus set of safety strategies to tackle the crisis with a sense of urgency. She explained that their collective focus on traffic safety was a shared responsibility where everyone has a role to play, and they must make the public aware that they are experiencing a crisis. She indicated that they must open societies eyes and have a call to action so that the public is more immersed and invested in the issues of their roads. She expressed that they should expect safety in every mode of transportation and all effective countermeasures were needed to ensure equitable enforcement practices that deter the most

dangerous driving behaviors; robust complete streets that slow down drivers and protect non vehicle road users; public education and awareness campaigns developed with community input; vehicle technology that accounts for driver mistakes; proactive safety data; and enhanced post-crash care that all work together to create these added layers of protection. She stated that it was about encouraging a fundamentally safer culture for drivers and bicyclists. Lastly, she stated she looked forward to seeing what they could achieve together.

Regional Council Member Margaret Finlay, Duarte, District 35, stated that in order to come up with strategies, they needed to know if the issue was people on their cell phones in cars or the pedestrians themselves. Ms. Rooney stated that it starts with problem identification and that was what they did when they looked at all traffic safety problems in the state. Regional Council Member Finlay also asked how COVID impacted traffic or accidents. Ms. Rooney indicated that they saw some very alarming trends through COVID and what they saw on the roads were the riskiest drivers who were speeding excessively. She stated that they planned to study the impact of the pandemic.

Regional Council Member Spiegel, Riverside County, asked what data they had on the those walking in crosswalks, in terms of injury and deaths. Ms. Rooney stated that a lot of the data they traditionally relied on to solve traffic safety issues was old and not in real time, so it made it very challenging when they were looking at fatalities and serious injuries. She stated she was personally really excited about the possibility of piloting and exploring the use of real time information that could help inform the potential for crashes to occur in certain areas. Regional Council Member Spiegel also expressed concern over the lack of enforcement on jaywalking. Ms. Rooney also expressed concern around the messaging related to the implementation of that statute, however, she stated it was still unlawful when there was imminent danger present when jaywalking.

Regional Council Member Marsha McLean, Santa Clarita, District 67, stated that her city was very concerned about traffic and road safety and that they diligently went after any dollars necessary in order to promote road safety and to get it fixed. She stated she was a bit alarmed that the Governor was proposing to cut \$2.5 billion from the budget for transportation and infrastructure programs and projects. She asked if she could let the Governor know that it's extremely important for their resident safety and for road safety. Ms. Rooney indicated that she would pass this along to their agency secretary who had frequent dialogue with the Governor. She stated this was the number one priority for their secretary of transportation.

Regional Council Member Dennis Michael, Rancho Cucamonga, District 9, asked what kind of data or information they had on homeless incidents where there is mental illness or just a disregard for their own safety crossing outside of crosswalks. Ms. Rooney stated this was information she could check with Caltrans, but it was not data she had. She stated it was something she could explore.

Dan Silver, private citizen, expressed concern about the digital billboards across the city since it distracts drivers. He asked what the state was doing about this.

Michael Gainor, Senior Regional Planner provided a brief overview of the Federal Transportation Safety performance management requirements PM 1 that established five specific transportation safety performance measures for which annual targets are required, that include: total number of fatalities, the rate of fatalities per 100 million VMT, the total number of serious injuries, the rate of serious injuries per 100 million VMT, and the total combined number of non-motorized fatalities and serious injuries. He indicated that this data was reported in five year rolling averages. He indicated that once Caltrans adopts its annual safety targets, SCAG has 180 days to establish a set of regional safety targets. FHWA then assesses whether significant progress has been made toward achieving statewide safety targets. He indicated that FHWA defines significant progress as having met four out five safety targets or the outcome is better than performance for the previous year. He briefly explained the steps taken in setting regional safety performance targets and provided the list of 2023 SCAG Regional Safety Targets. He also provided an overview of next steps once the Regional Council adopts the 2023 Regional Safety Targets.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

A MOTION was made (Hagman) to approve Item No. 2: that the Regional Council adopt SCAG's calendar year 2023 transportation safety targets, which are supportive of the adopted statewide safety targets; and Consent Calendar Items 4 through 10; and Receive and File Items 11 through 16. Motion was SECONDED (Plancarte). The motion passed by the following roll call votes:

AYES: Aitken, Andrade-Stadler, Becerra, Boyer, Boyles, Bucknum, L. Clark, M. Clark, Crosswhite, Eich, Finlay, Gazeley, Goodell, Hagman, Harnik, Henderson, L. Hernandez, Judge, J. Kalmick, Kelly, Kim, Kleiman, Krupa, Lock Dawson, Lorimore, Manos, Marquez, McCallon, McLean, McOsker, Michael, Nava, Nava-Froelich, Navarro, Nguyen, Plancarte, Putz, Rains, Ramen, Rebollar, Rhodes, Robertson, Sandoval, Schwank, Shapiro, Spiegel, Vazquez, Wagner, Wapner and Yokoyama (50)

NOES: None (0)

ABSTAIN: Bucknum, Rains, Rhodes, and Vazquez (4) Item No. 4 - Minutes

3. Final Draft RAMP Policy Framework

Dan Silver, Endangered Habitats League, expressed support of the RAMP Policy Framework and also recommended including a nonprofit environmental representative on the Greenprint Technical Advisory Committee (TAC).

Ray Baca, Executive Director for the Engineering Contractors Association of Southern California, expressed support for the RAMP Policy Framework including the amendments made by the Energy and Environment Committee (EEC) last month.

Rich Lambros, Southern California Leadership Council, expressed strong support for the RAMP Policy Framework inclusive of the amendments that were made at the January EEC meeting. He also recommended the addition of one additional seat on the new Greenprint TAC for a business representative to add balance to the process.

KC Fockler, Surfrider Foundation North Orange County Chapter, expressed excitement to see the RAMP move forward. He noted that they recognized the importance of the Greenprint TAC and strongly supported the inclusion of at least one environmental representative.

Donna Duperon, Torrance Area Chamber of Commerce, strongly urged the adoption of the RAMP Policy Framework as currently proposed.

Connor Medina, Government Affairs Manager for the Orange County Business Council, expressed support for the proposed RAMP Policy Framework with the addition of the two amendments made by the EEC on January 5. He also recommended adding one more seat to the Greenprint TAC for a business community representative with experience in RAMP.

Oscar Garcia, California Environmental Voters, thanked the EEC for unanimously recommending to the Regional Council a seat from the conservation community and expressed support of the RAMP Policy Framework.

Benjamin Lopez, Policy Director for the Inland Empire Economic partnership, expressed support for the RAMP Policy Framework.

Jack Eidt, SoCal 350 Climate Action, expressed support of the RAMP and the environmental nonprofit representatives on the TAC.

Debbie Corlin, Los Angeles South Chamber of Commerce, expressed that she hoped that they [the Regional Council] consider the RAMP Policy Framework as proposed.

Nayiri Baghdassarian, Director of Public Policy at San Gabriel Valley Economic Partnership, expressed support for the final proposed RAMP Policy Framework inclusive of the two amendments

that were made by the EEC last month. She also expressed support for the recommendation to add one more seat to the Greenprint TAC for a representative from the business community with experience on RAMP to ensure balance on the committee.

Melanie Schlotterbeck, Friends of Harbors, Beaches and Parks, expressed support for SCAG meeting its mitigation obligations and creating the RAMP. She noted that adopting the policy framework was a crucial first step towards meeting this legal obligation. She noted that they were grateful that the EEC understood the benefits of incorporating a single seat for a nonprofit environmental representative on the Greenprint TAC.

Michael Lewis, Construction Industry Air Quality Coalition, expressed support for the RAMP Policy Framework. He also suggested that since they added a seat for the environmental community on the TAC that they also add a business seat.

Francella Fierro, Long Beach Area Chamber of Commerce, urged the adoption of the RAMP policy framework as currently proposed.

Elizabeth Reid-Wainscot, The Center for Biological Diversity, expressed support for the RAMP Policy Framework. She thanked the EEC for unanimously recommending to the Regional Council a seat for the conservation community on the Greenprint TAC. She also expressed support of the recommendation that the nonprofit environmental TAC representative be a conservation expert, preferably one with experience in RAMP to ensure the objectives of the Greenprint TAC.

Chris Wilson, Los Angeles County Business Federation, recognized and expressed appreciation for the amendment approved by the EEC in clarifying that elected officials may serve as public agency representatives on the Greenprint TAC. He stated that while they recognize and appreciate the second Amendment of adding a representative from the environmental community with experience in RAMP to the TAC, they would also like to ask for an amendment to include a representative from the business community with experience in RAMP. He noted that this would ensure a well-rounded and equitable conversation moving forward. He urged the Regional Council to approve the proposed RAMP Policy Framework as it was recommended by the EEC, with the amendment that they include a business representative on the Greenprint TAC.

C. Robin Smith, Diamond Bar Preservation Foundation, expressed support of the RAMP Policy Framework and also urged SCAG to appoint an environmental member that comes from the environmental nonprofit community and has demonstrated an interest in the RAMP Policy Framework via active participation in the ongoing outreach hearings and community involvement process.

Elizabeth Hansburg, People for Housing Orange County, expressed support for the RAMP Policy Framework.

Carlos Rodriguez, Building Industry Association of Southern California, urged the Regional Council's support of the final proposed RAMP Policy Framework inclusive of the two amendments that were made by the EEC on January 5. He also recommended adding one more seat to the Greenprint TAC for a representative from the business community with experience in RAMP.

Estela Pacheco, Los Angeles Area Chamber of Commerce, stated she aligned her comments with that of the other business communities that had already spoken and urged the adoption of the RAMP Policy Framework as currently proposed.

Claire Schlotterbeck, Executive Director of Hills for Everyone, stated that the BIA and BizFed had already advocated for the inclusion of electeds in the Greenprint TAC, and business interests had gotten just about everything they had asked for. She expressed concern that SCAG won't meet its climate and environmental justice goals if they continue to follow their recommendations on environmental mitigation issues. She stated that if a business seat is added, they urged the Regional Council to adopt language with the same types of qualifications presented by the conservation community including that this individual must reside within the SCAG region, have a demonstrated experience with RAMP, and have a history of engagement in the 2020 Connect SoCal process.

Executive Director Ajise thanked everybody that was involved with this process, especially the stakeholders and the time they all committed over the last year. He also expressed appreciation for the members of the RAMP-ATG as well as for their leadership and their patience going through this. Finally, he also thanked SCAG staff because a lot was thrown their way and they came back all the time very responsive.

Immediate Past President Clint Lorimore, Eastvale, District 4, thanked the members of the RAMP-ATG and the Regional Council for approving this ATG to get this right. He expressed appreciation for everybody's hard work and the input from all of the interested parties. He stated that staff took all that information and created this document under ATG leadership and supervision, and they were able to come to this place where everybody was in agreement to adopt. He indicated that he was very pleased with this outcome and was looking forward to the next steps.

2nd Vice President Curt Hagman, San Bernardino, explained that approximately a year and a half ago there was practically fighting with no middle ground and with this subcommittee they were able to get to the point where they had both sides agreeing with the product, with the little exception of adding another member for balance, which he would support. He stated it was a testament to taking this document line by line with all the groups and coming out with a RAMP product that everyone seemed to be probably not thrilled but supportive of, and this was always a good place for

them as policy leaders where they can get pretty much 99% of the folks on board. He thanked Immediate Past President Lorimore for the opportunity. He also noted that Executive Director Ajise and staff still had work to do with the communities and that the next step was the TAC committee. He expressed that the ATG wanted to make sure that all voices were heard and as well as the policymakers on the Regional Council. He explained that each region would have a representative on the TAC that could be elected or an appointment from their regional area. He indicated that the EEC had added an environmental representative which he fully supported and proceeded to make the motion to approve the action with the addition of a business [representative] component.

Regional Council Member Deborah Robertson, Rialto, District 8, seconded the motion.

Regional Council Member Spiegel thanked the team and recognized that that they never get everybody happy on something but nonetheless they were on two ends of the spectrum and came together and worked together which she appreciated.

Regional Council Member Robertson thanked those who were involved and who continue to reach out. She echoed comments by 2nd Vice President Hagman and Immediate Past President Lorimore. She also thanked staff and expressed it had been a long journey and this was why she wanted to second the motion.

Regional Council Member Larry McCallon, Highland, District 7, asked if the TAC will need to operate under the Brown Act and will need to file Form 700.

Mike Houston, Chief Legal Counsel, stated that because this TAC was being directed by the Regional Council, his initial position was that this group would meet consistent with the Brown Act and file a Form 700.

Regional Council Member Jenny Crosswhite, Santa Paula, District 47, asked for clarification on the motion and whether the same qualifications would be required from the business representative which included living in the SCAG region and having a history of engagement and experience with RAMP.

2nd Vice President Hagman explained that his motion at this time was just adding a business member of the community. He stated he was fine with them living in the SCAG region but thought that as far as being the same technical stuff it brings a different perspective.

Executive Director Ajise clarified that there were no specific qualifications in the environmental position added by the EEC and thought it would be up to the nominations that come in and they would take their due diligence in appointing the right representative from both groups to TAC. He reiterated that there were no specific qualifications in the resolution that came out of the EEC.

Regional Council Member Margaret Clark, Rosemead, District 32, stated RAMP experience [was included as a qualification] as she had made the motion [at EEC].

Executive Director Ajise stated there was general recommendation of who they should pick but not specifics as was mentioned earlier in the meeting. He indicated that he wanted to make sure that they didn't pile on more to the motion because that was not part of the original motion.

A MOTION was made (Hagman) that the Regional Council approve: the RAMP Policy Framework and RAMP White Paper; and adding one more seat to the Greenprint Technical Advisory Committee for the business community. Motion was SECONDED (Robertson). The motion passed by the following roll call votes:

AYES: Aitken, Allen, Andrade-Stadler, Becerra, Boyer, Boyles, Bucknum, L. Clark, M. Clark, Crosswhite, Eich, Finlay, Gazeley, Goodell, Hagman, Harnik, Henderson, L. Hernandez, Judge, J. Kalmick, Kelly, Kim, Kleiman, Krupa, Lock Dawson, Lorimore, Manos, Marquez, McCallon, McOsker, Michael, Nava, Nava-Froelich, Navarro, Nguyen, Plancarte, Putz, Rains, Ramen, Rebollar, Robertson, Sandoval, Schwank, Shapiro, Spiegel, Vazquez, Wagner, Wapner and Yokoyama (49)

NOES: None (0)

ABSTAIN: McLean and Rhodes (2)

CONSENT CALENDAR

The Consent Calendar was acted upon with Item No. 2 above.

There were no public comments on the Consent Calendar.

Approval Items

4. Minutes of the Regular Meeting – January 5, 2023
5. Contract Amendment Greater Than 30% of the Contract's Original Valuer: Contract No. 17-026-C1 Amendment 10, Professional Auditing Services
6. Contracts \$500,000 or Greater: Contract No. 23-003-C01, Videography Services
7. Contracts \$500,000 or Greater: Contract No. 23-018-C01, SCAG's Analytical Platform

8. Contracts \$200,000 or Greater: Contract No. 23-027-C01, Go Human Safety Strategies
9. STBG/CMAQ Compliance Action Plan
10. SCAG Memberships and Sponsorships

Receive and File

11. February 2023 State and Federal Legislative Update
12. Status Update on Air Quality Planning and Transportation Conformity Challenges in SCAG Region
13. Connect SoCal 2024: Draft SCS Technical Methodology
14. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Notice of Preparation Comments
15. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
16. CFO Monthly Report

President Harnik asked if there was any Public Comment on the remaining administrative items.

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

BUSINESS REPORT

Regional Council Member Lucy Dunn thanked the Regional Council for the vote on RAMP and stated it was a good demonstration of what happens when the Glue Council and the business community comes together. She expressed appreciation for Jenna Hornstock who had been a great resource for them on the GLUE Council and was leaving SCAG for a wonderful opportunity to serve as Deputy Mayor to Karen Bass focusing on housing and homelessness. She also reported that they had economic quick hits on "Inform Connect SoCal" and that they talked about the small business community concerns. She also noted that banks were pulling back on capital for small business in anticipation of a recession and indicated that they were all watching how costs to small business were hitting mom and pop shops. She explained that there was a lot of discussion on utilities rates being so high. She indicated that it was important to watch the small business community particularly as they develop the next Connect SoCal plan because it's about 90% of the entire state's

economy. She reported that Doctor Wallace Walrod had been working on the Draper Innovation Index which shows California is actually falling from 11th most innovative state to 14th. She indicated that California's venture capital was still strong, but the state continues to be listed as 49th out of 50th in positive small business policy. She also reported that they received a presentation from George Tita of UCI's Livable Communities Lab who presented his findings on the recent study of affordable housing impacts on community crime and existing home values. She indicated there were a lot of great updates and comments by the business community on the Clean Transportation Technology Policy that SCAG staff was working on as well as Connect SoCal, the local data exchange, the legislative agenda, and housing updates. Lastly, she indicated that they were continuing to watch inflation.

PRESIDENT'S REPORT

President Harnik reported that this would likely be their last Regional Council meeting under the COVID-19 emergency order. She stated that while she hoped that more of them would participate in the Regional Council and Policy Committee meetings in person, she understood that the emergency order had provided some much-needed flexibility during the past two years. She noted that the Brown Act requires that remote participants provide their location and allow it to be accessible to the public and stated that they were looking at making one regional office available for this purpose, but capacity was limited. She informed the members that more extensive information would be provided in an email. She also welcomed new and returning members, whose names were displayed at the meeting: Konstantine Anthony, Burbank; Wendy Bucknum, Mission Viejo; Jenny Crosswhite, Santa Paula; Lauren Kleiman, Newport Beach; Linda Krupa, Hemet; Ken Mann, Lancaster; Oscar Ortiz, Indio; Sandy Rain, Laguna Niguel; Gil Rebollar, Brawley; Rocky Rhodes, Simi Valley; Jenny Crosswhite, Santa Paula; and Ken Mann, Lancaster. She also provided an update on the recent mobile tours to the Riverside Transit Agency Vine Street Hub, the California Air Resources Board Southern California Headquarters campus, and the Los Angeles International Airport (LAX). She also reported that she attended the 2023 National Conference of Regions in Washington, D.C. late last month, where she was accompanied by SCAG Executive Director, Kome Ajise; Chief Government and Public Affairs Officer, Javiera Cartagena; and Legislative Affairs Manager, Kevin Gilhooley. She noted that while there, she led a productive discussion outlining SCAG's federal legislative priorities for this year with staff from Senator Padilla's office and four of our delegation's congressional members: Young Kim of Fullerton, Robert Garcia of Long Beach, Ken Calvert of Corona and Mike Garcia of Santa Clarita. She also announced that she had made appointments to several committees which were as follows: **General Assembly Host Committee:** Sup. Curt Hagman, Chair, San Bernardino County; Hon. Art Brown, Buena Park; Hon. Keith Eich, La Cañada Flintridge; Hon. Margaret Finlay, Duarte; Hon. Joe Kalmick, Seal Beach; Hon. Clint Lorimore, Eastvale; Hon. Ray Marquez, Chino Hills; Hon. Kim B. Nguyen, Garden Grove; Sup. Luis Plancarte, Imperial County; Hon. Deborah Robertson, Rialto; Hon. David J. Shapiro, Calabasas; Hon. Marty Simonoff, Brea; Hon. Jose Luis Solache, Lynwood; Hon. Alan Wapner, SBCTA Representative; and



Hon. Frank A. Yokoyama, Cerritos; **Bylaws and Resolution Committee:** Sup. Curt Hagman, Chair, San Bernardino County; Hon. Deborah Robertson, Rialto; Hon. Marty Simonoff, Brea; Hon. Wendy Bucknum, Mission Viejo; Hon. Steve Manos, Lake Elsinore; Hon. Jan Harnik, RCTC; Hon. Laura Hernandez, Port Hueneme; Sup. Vianey Lopez, Ventura County; Hon. Frank Yokoyama, Cerritos; Hon. Mark Henderson, Gardena; Hon. David Shapiro, Calabasas; Sup. Luis Plancarte, Imperial County; and Hon. Gil Rebolgar, Brawley; **Nomination Committee:** Hon. Clint Lorimore, Chair, Eastvale; Hon. Margaret Finlay, Duarte; Hon. Ali Saleh, Bell; Hon. Larry McCallon, Highland; Sup. Luis Plancarte, Imperial County; Sup. Vianey Lopez, Ventura County; and Hon. Art Brown, Buena Park; **Scholarship Committee:** Hon. Margaret Finlay, Chair, Duarte; Hon. Kathleen Kelly, Palm Desert; Sup. Luis Plancarte, Imperial County; Hon. Deborah Robertson, Rialto; Hon. John S. Lee, Los Angeles; Hon. Ray Marquez, Chino Hills; Hon. David Shapiro, Calabasas; Hon. Margaret Clark, Rosemead; Hon. Margaret Finlay, Duarte; Hon. Adele Andrade-Stadler, Alhambra; Hon. Ali Saleh, Bell; Hon. Keith Eich, La Cañada Flintridge; Hon. Kim Nguyen, Garden Grove; and Hon. Mike Judge, Simi Valley. She also reported that there would not be individual Policy Committees in March, and instead there would be a Joint meeting of the Policy Committees (CEHD, EEC and TC), which was scheduled for Thursday, March 2 from 9:30 to 11:30 a.m. She noted that discussion would focus on the work of the Connect SoCal Subcommittees and their recommendations. Lastly, she reported that the next Regional Council meeting was scheduled on March 2, 2023 at 12:00 p.m.

EXECUTIVE DIRECTOR’S REPORT

Executive Director Ajise thanked the Regional Council for the action taken on agenda Item 9 which allows them to move forward with submitting the Compliance Action Plan to the state with regards to STBG-CMAQ program. He reported there would be a meeting of the Joint Policy Committees on March 2 to highlight the findings and recommendations coming out of the three subcommittees that were set up to look at emerging issues for Connect SoCal. He thanked Regional Council Member Keith Eich for allowing him to visit him and to see all the issues and opportunities in the city of La Cañada Flintridge. He also announced the departure of Jenna Hornstock who was leaving to join the City of LA as the Deputy Mayor of Housing.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member McLean asked if everybody that volunteered for a committee got appointed or if there was a process that they went through. President Harnik stated that there was a process, and it was about making sure that the entire SCAG region was represented well so they could do the best job for the entire region.



ADJOURNMENT

There being no further business, President Harnik adjourned the Regional Council meeting at 2:02 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

//



AGENDA ITEM 4
REPORT

Southern California Association of Governments
March 2, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value
and \$150,000 or Greater: Contract No. 21-012- C01, Amendment No. 2,
Microsoft Enterprise Software License Agreement

RECOMMENDED ACTION:

Approve Amendment No. 2 to Contract No. 21-012-C01, Microsoft Enterprise Software License Agreement, with Insight Public Sector, in an amount not to exceed \$70,000, increasing the contract value from \$450,991 to \$520,991 to provide additional software licenses for SCAG's Microsoft Enterprise Agreement (EA), Professional Direct Support for Microsoft 365, and Azure AD Premium 2. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On September 3, 2020, SCAG awarded Contract 20-012-C01 to Insight Public Sector to provide SCAG a Microsoft E3 Enterprise License Agreement. SCAG's Microsoft Enterprise License Agreement consolidates all Microsoft licenses used at SCAG for both staff machines and servers. This includes licensing for Office 365, which provides access to various cloud-based productivity applications and communication platforms such as Skype for Business and Microsoft Teams.

On November 5, 2022, staff subsequently received the Regional Council's approval to amend the contract (Amendment No. 1) due to a Microsoft announcement of the retirement of Skype for Business. This discovery required staff to perform an update of its main form of communication from Skype for Business to Microsoft Teams. In order to accomplish this update and continue to provide robust communication and collaboration tools, SCAG needed to upgrade Office 365 from E3 license tier to E5.



Amendment No. 2. Increases the contract value from \$420,991 to \$490,991 (\$70,000). The increase is due to projected growth and support needs that include, but are not limited to:

- 1. Additional Office 365 user licenses for staff,**
- 2. Microsoft 365 direct support,**
- 3. Additional Project P3 licenses for planning staff, and**
- 4. Azure Active Directory Premium P2 licenses for IT administration.**

Amendment No. 2 when combined with a previous amendment exceeds \$150,000 and is greater than 30% of the contract's original value. Therefore, in accordance with SCAG Procurement Manual (January 2021) Section 9.3, requires the Regional Council's approval.

BACKGROUND:

Staff recommends executing the following amendment greater than 30% of its original value:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Amendment Amount</u>
Insight Public Sector (21-012-C01)	The vendor will provide additional Microsoft Office 365 E5 licenses, Professional Direct Support for Microsoft 365, and Azure AD Premium 2.	\$70,000

FISCAL IMPACT:

Funding of \$70,000 is available in the FY 2022-23 Indirect Cost Budget in Project Number 811-1163.08, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 21-012-C01 Amendment No. 2
2. Contract Summary 21-012-C01 Amendment No. 2 COI

CONSULTANT CONTRACT 20-012-C01 Amendment No. 2

Consultant: Insight Public Sector

Background & Scope of Work: On September 3, 2020, SCAG awarded Contract 20-012 to Insight Public Sector to provide SCAG a Microsoft Enterprise License Agreement. SCAG’s Microsoft Enterprise License Agreement consolidates all Microsoft licenses used at SCAG for both staff machines and servers. This includes licensing for Office 365, which provides access to various cloud-based productivity applications and communication tools such as Microsoft Teams.

On November 5, 2022, staff subsequently received the Regional Council’s approval to amend the contract (amendment no. 1) due to a Microsoft announcement of the retirement of Skype for Business. This discovery required staff to perform an update of its main form of communication from Skype for Business to Microsoft Teams. In order to accomplish this update and continue to provide robust communication and collaboration tools, SCAG needed to upgrade Office 365 from E3 license tier to E5. This amendment increased the contract value from \$260,991 to \$420,991 (\$160,000).

Amendment no 2. Increases the contract value from \$420,991 to \$490,991 (\$70,000). The increase is due to projected growth and support needs that include, but are not limited to:

1. Additional Office 365 user licenses for staff,
2. Microsoft 365 direct support,
3. Additional Project P3 licenses for planning staff, and
4. Azure Active Directory Premium P2 licenses for IT administration

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

- Provide staff with an up-to-date Microsoft collaboration and communication tools such as Microsoft Teams and OneDrive.
- Ensure staff have access to cloud-based productivity applications;
- Provide advanced security and compliance capabilities.

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

Amendment Amount:	Amendment 2	\$70,000
	Amendment 1	\$160,000
	Original contract value	<u>\$260,991</u>
	Total contract value is not to exceed	\$490,991

This amendment when combined with a previous amendment exceeds \$150,000, as well as 30% of the contract’s original value. Therefore, in accordance with SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council’s approval.

Attachment: Contract Summary 21-012-C01 Amendment No. 2 (Contract Amendment Greater Than 30% of the Contract’s Original Value and

Contract Period: October 1, 2020 – September 30, 2023

Project Number: 811-1163.08 – Indirect Cost Program Budget

Funding of \$70,000 is available in the FY 2020-23 Indirect Cost Program Budget in Project Number 811-1163.08, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Basis for the Amendment:

In accordance with SCAG’s Contract Manual Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (49 CFR Part 18, Section 18.36 [b] [5]) authorizes SCAG to procure goods and services by entering into MSA’s. SCAG utilized an MSA with the County of Riverside (Participating Agreement RIVCO 20800-013-12/19, Enterprise Agreement No. 01E73970). This agreement is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for programs such as Microsoft EA. Any new licenses added by SCAG are purchased annually at the end of Years 1, 2 and 3 in what is termed a license “true up” program. This once-a-year program reduces the administrative burden and compliance risk of tracking and purchasing licenses for new staff or newly-added applications during the year.

It is of critical importance to SCAG operations that this agreement for additional licenses is approved. SCAG utilizes Microsoft software on a daily basis for Information Technology (IT) infrastructure (servers and desktops), Customer Relationship Management (CRM) system, phone and web meeting systems, modeling systems, and custom applications that serve our members, including the Federal Transportation Improvement Program (FTIP), Regional Transportation Plan/Sustainable Community Strategies (Connect Social) websites and public comments, InterGovernmental Review system (IGR), Finance Division systems, SCAG websites and SCAG employee Intranet portal, SCAGHub. Software includes Visual Studio and Team Foundation Server for software development, Windows Server operating system, Microsoft Office 365, Microsoft Customer Relationship Management (CRM), SQL Server databases, Skype for Business communications software, Teams, SharePoint web and collaboration software, and Exchange email suite.

**Conflict Of Interest (COI) Form - Attachment
For March 3, 2023 Regional Council Approval**

Approve Amendment No. 2 to Contract No. 21-012-C01, Microsoft Enterprise Software License Agreement, with Insight Public Sector, in an amount not to exceed \$70,000, increasing the contract value from \$450,991 to \$520,991 to provide additional software licenses for SCAG’s Microsoft Enterprise Agreement (EA), Professional Direct Support for Microsoft 365, and Azure AD Premium 2. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Insight Public Sector	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 21-012-C01

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <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: Insight Public Sector
Name of Preparer: Erica Falchetti
Project Title: Microsoft Enterprise Agreement
Date Submitted: 2/17/2023

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Erica Falchetti, hereby declare that I am the (position or title) Sr. SLED Market Leader of (firm name) Insight Public Sector, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 2/17/2023 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Erica Falchetti

2/17/2023

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
March 2, 2023

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Cory Wilkerson, Principal Planner
(213) 236-1992, wilkerson@scag.ca.gov

Subject: Connect SoCal 2024: Draft Active Transportation Approach and Regional Complete Streets Policy

RECOMMENDED ACTION:

Adopt Southern California Association of Governments Resolution No. 23-653-2 pertaining to the Regional Complete Streets Policy.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Currently about 3 percent of commute trips and 9 percent of all trips in the region are made by active transportation. The state of active transportation networks and levels of walking and biking vary considerably across the region, from county to county, local jurisdiction to local jurisdiction, and neighborhood to neighborhood. The COVID-19 pandemic brought with it changing travel behaviors, including more people exploring the use of active transportation modes (e.g., bike share, e-bikes, etc.). To support and sustain this mode shift and address ongoing changing travel patterns (e.g., more short trips in the afternoons for those who telework), it is critical that further efforts are made to advance active transportation across the region. On February 3, 2023, the Transportation Committee approved recommending to the Regional Council to adopt the Regional Complete Streets Policy resolution for integration within Connect SoCal 2024. The resolution reaffirms SCAG's regional leadership role and commitment to advancing Complete Streets across the region. This report shares highlights from the larger active transportation approach for Connect SoCal 2024.

BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and

operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation, including active transportation, and is accomplished by a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the plan must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). Achieving these GHG reductions will require a substantial reduction in single-occupancy vehicle trips and increasing active transportation mode share.

Taken together, the RTP/SCS or Connect SoCal, represents a vision for integrating land use and transportation for increased mobility and more sustainable development. Concepts introduced in the most recently adopted plan, Connect SoCal 2020, will endure in Connect SoCal 2024. Regional planning policies will continue to center on maintaining and better managing the transportation network we have for moving people and goods. The region will handle this while expanding mobility choices by locating housing, jobs, and transit/rail closer together and increasing investment in transit/rail and complete streets. Connect SoCal’s implementation strategies will lie at the intersection of land use, transportation and innovation, and advance promising strategies for leveraging new technologies and partnerships.

Connect SoCal’s overarching vision is to create a healthy, accessible, and connected region for a more resilient and equitable future. Supporting this vision are multiple goals, including one for mobility that is focused on building and maintaining a robust transportation network. More specifically, this means:

- Supporting investments and programs that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality;
- Ensuring reliable, accessible, affordable, and quality travel options while striving to enhance equity in transportation resources offered in underserved communities; and
- Planning for people of all ages, abilities, and backgrounds.

SCAG staff is currently developing the updated active transportation approach for Connect SoCal 2024, one that is in alignment with this vision and goals. The highlights of the approach are detailed in this report.

Existing Conditions

The SCAG region is home to approximately 5,000 bikeway miles, including around 850 miles of Class I bikeways (bicycle paths), almost 3,000 miles of Class II bikeways (a striped lane for one-way bicycle travel), approximately 1,200 miles of Class III bikeways (signs or pavement markings, but no separation), and almost 20 miles of Class IV bikeways (separated cycle tracks), with more than 9,000 additional bikeway miles currently being planned.¹ Though there is not an inventory of pedestrian facilities for the region, based on SCAG's involvement in numerous local active transportation plans, staff understands there are significant gaps in the pedestrian network, including missing sidewalks, missing curb ramps, lack of shade, sidewalks in disrepair, and excessive distances between safe crossing points.

The differing levels of supportive infrastructure as well as safety conditions impact whether people feel active transportation is a viable travel option. The state of active transportation networks and levels of walking and biking vary considerably across the region, from county to county, local jurisdiction to local jurisdiction, and neighborhood to neighborhood. Currently about 3 percent of commute trips and 9 percent of all trips in the region are made by active transportation.² And despite the relatively low mode share, pedestrians and bicyclists represent approximately 32 percent of all fatal collision victims and 25 percent of all serious injury collision victims. These disproportionate impacts are due, in part, to unsafe speed, a top contributing factor in all collisions across the region. When a pedestrian or bicyclist is struck by a vehicle traveling 25 miles per hour the survival rate is 89 percent and at 45 miles per hour, the survival rate is reduced to only 35 percent.³

In spite of differing levels of supportive infrastructure and persistent safety issues, the COVID-19 pandemic positively impacted the use of active transportation. Initially, staying closer to home showed many people what their communities could be like with less traffic, noise, congestion, and pollution. Bicycling and walking were regarded as reliable and resilient options because they enabled physical distancing and carried a low risk of contracting or spreading COVID-19.⁴ The increase in bicycling was reflected in the higher demand for bicycles and sales figures. According to the NPD Group, sales of bicycles between April 2020 and April 2021 were up by 57 percent in the United States.⁵ Numerous communities reconsidered how public space was allocated and several

¹ SCAG Connect SoCal Active Transportation Technical Report, 2020: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530

² Ibid

³ SCAG Transportation Safety Regional Existing Conditions Report, 2021: <https://scag.ca.gov/sites/main/files/file-attachments/2021-transportation-safety-full-report.pdf>

⁴ Francke, Angela. Cycling during and after the COVID-19 pandemic, 2022: [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9188448/#:~:text=According%20to%20the%20NPD%20Group,States%20\(Sorenson%2C%202021\).](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9188448/#:~:text=According%20to%20the%20NPD%20Group,States%20(Sorenson%2C%202021).)

⁵ Sorenson D. NPD Group; 2021. The Cycling Market Pedals Ahead in 2021: <https://www.npd.com/news/blog/2021/the-cycling-market-pedals-ahead-in-2021>

prioritized opening up streets to bicyclists and pedestrians to make it easier to physically distance from others while traveling to essential businesses and work and engaging in recreation.⁶

That is not to say that the COVID-19 pandemic did not have negative impacts. At the start of the pandemic, most dockless shared micromobility providers withdrew from the public space resulting in a nearly 64 percent decrease in micromobility usage in 2020.⁷ However, by the end of 2021 that number had increased to only 27 percent compared to 2019 numbers. During this same period, electric bicycle or e-bike ownership dramatically increased. Estimates for e-bike sales in 2019 were 250,000 nationally, approximately 450,000 in 2020, and nearly 790,000 in 2021. It is reasonable to assume that sales will exceed 1 million in 2022.⁸

Currently, Los Angeles County Metropolitan Transportation Authority (Metro) operates the only station-based bike share program in the region. As of September 2022, Metro Bike Share has a little over 1,500 bikes available. E-bikes make up 11 percent of the bikes available in the system but provide more than five times the rides per day compared to the traditional bikes in the system. The system currently only operates within the City of Los Angeles, but in spring 2023 Metro Bike Share plans to release a new program that will allow bike share to expand to other local agencies in Los Angeles County.

Recently Completed Active Transportation Projects

Local agencies have continued to implement active transportation projects across the region. The following is a snapshot of some projects that have been completed since Connect SoCal 2020 was adopted.

- **Aten Bike Path Project (Completed July 2021):** Located on Aten Boulevard from Dogwood Road to Puerto Vallarta Avenue in the City of Imperial. The City installed an eight-foot wide paved bike path, striping, and signage for approximately one mile and bike lanes and signage for another half mile. The project closes an active transportation gap between a dense residential neighborhood and Imperial Valley College.
- **Maine Avenue and Pacific Avenue Corridor Complete Streets Improvements (Completed August 2021):** Located along Maine Avenue and Pacific Avenue in the City of Baldwin Park. The City installed high visibility crosswalks, pedestrian ramps, and curb extensions. The City also reconfigured the corridor by removing a travel lane in each direction to install a protected Class IV bikeway for the entire length of the corridor.
- **San Pablo Corridor Improvements (Completed September 2021):** Following a SCAG funded 10-day demonstration event in 2016, the City of Palm Desert secured funding to install bicycle and pedestrian improvements along San Pablo Avenue. The improvements included

⁶ <https://nacto.org/publication/streets-for-pandemic-response-recovery/>

⁷ https://nacto.org/wp-content/uploads/2022/12/2020-2021_shared_micro_snapshot_Dec7_2022.pdf

⁸ <https://www.bloomberg.com/news/articles/2022-01-21/u-s-e-bike-sales-outpaced-electric-cars-in-2021>

a roadway reconfiguration reducing the vehicle lanes to add wider sidewalks, shade trees, street furniture, center median vehicle parking, three roundabouts, and a separated bikeway.

- **Civic Center Bicycle Boulevard Project (Completed January 2022):** The project was identified in the Downtown Santa Ana Complete Streets Plan (funded by SCAG in 2014). The City of Santa Ana secured Active Transportation Program funding to implement a bicycle boulevard along the Civic Center corridor in Downtown Santa Ana between the Civic Center and the Metrolink Station. The City installed pedestrian crossing improvements at seven intersections including crosswalks, curb extensions, and curb ramps. Additionally, the City installed four roundabouts and bikeway markings with signage along the corridor to reduce vehicle speeds and volumes.
- **Conejo School Road and Willow Lane Sidewalk and Bike Lanes Project (Completed July 2022):** Located along Conejo School Road and Willow Lane from Hampshire Road to Hillcrest Drive in the City of Thousand Oaks. The City addressed a one-and-a-half-mile gap in the sidewalk network and installed one-mile of bike lanes and signage.

Connect SoCal 2020 Implementation

Since the Regional Council adopted Connect SoCal in 2020, SCAG has supported efforts to advance active transportation across the region. SCAG has developed a comprehensive regional active transportation strategy that includes support of local level efforts, policy and planning, and data collection and analysis. These efforts are described more fully below.

Supporting Local Planning Efforts

- **Active Transportation Program (ATP)⁹:** SCAG works closely with the California Transportation Commission and Caltrans as well as the County Transportation Commissions to ensure that jurisdictions from across the region benefit from California's Active Transportation Program that is administered at the state and Metropolitan Planning Organization (MPO) levels of government. As its name suggests, the statewide grant program funds active transportation projects, programs, and plans. Each funding cycle, 60 percent of the funds are recommended by the California Transportation Commission and 40 percent are recommended by the MPOs. In 2021, the region secured more than \$185 million. In 2023, due to a significant increase in available funds (four times the 2021 funds), the region secured more than \$687 million. Despite the increase in available funds, the need for resources continues to dramatically exceed the funds available. Through this funding source SCAG is able to fund quick build projects, which use low-cost materials to implement improvements on an interim basis. These projects allow local jurisdictions to try something new before investing in permanent infrastructure and typically include an extended evaluation period. Through the ATP, SCAG has partnered with the Cities of Beverly Hills,

⁹ <https://scag.ca.gov/active-transportation-funding>

Calexico, El Monte, Glendale, Hermosa Beach, Long Beach, Los Angeles, Ojai, Pasadena, Pomona, Long Beach, and Santa Monica.

- **Sustainable Communities Program (Active Transportation & Safety)**¹⁰: Through the Sustainable Communities Program, SCAG offers support to local jurisdictions for plans, including Active Transportation Plans, Transportation Safety Plans, and First/Last Mile Plans. Since 2020, SCAG has partnered with the City of Montebello¹¹, Omnitrans¹², and the Orange County Transportation Authority (OCTA) to develop First/Last Mile Plans to improve accessibility to transit/rail stations and stops. SCAG has also worked with the Cities of Avalon, Banning, Buena Park, Cathedral City, Costa Mesa, and Palm Springs, as well as the Soboba Tribe and the County of Los Angeles to develop Active Transportation Plans. Finally, SCAG has been working with the Cities of Duarte, La Puente, Lynwood, San Gabriel, and Santa Ana to develop Transportation Safety Plans. These plans include project concepts that can be repackaged into grant applications so that the plans may be implemented expeditiously.
- **Go Human**¹³: To support the creation of safer, more accessible places for walking and biking and to eliminate collisions resulting in serious injuries or fatalities, SCAG launched the Go Human campaign in 2015. *Go Human* is a community outreach and advertising campaign with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. *Go Human* is a collaboration between SCAG and the County Transportation Commissions and Public Health Departments in the region. The campaign provides advertising and educational resources to partners and implements temporary safety demonstration projects to showcase innovative transportation designs and help cities re-envision their streets. Other strategies have included distribution of mini grants to local partners to implement safety engagement activities, safety workshops and symposiums, among others. In 2021, *Go Human* revamped and relaunched the Go Human Safety Pledge. Stakeholders, residents, businesses, and leaders are invited to take action to improve traffic safety in communities across the region.

Policy and Planning

- **Disadvantaged Communities Active Transportation Planning Initiative**¹⁴: This SCAG-led effort developed seven different active transportation plans for communities across the region. The seven participating communities (Adelanto, Calipatria, Highland, Perris, Santa Fe Springs, Saticoy, and Stanton) offered diverse contexts critical to developing a customizable and useful Toolkit by spanning both urban and rural settings, incorporated and

¹⁰ <https://scag.ca.gov/sustainable-communities-program>

¹¹ https://www.montebelloca.gov/departments/transit/about_us/first_last_mile

¹² https://omnitrans.org/wp-content/uploads/2022/02/Omnitrans-BSSIP_FINAL-1.pdf

¹³ <https://scag.ca.gov/go-human>

¹⁴ <https://scag.ca.gov/active-transportation-plan-toolkit>

unincorporated status, and all six counties within the SCAG region. The project developed a series of templates and a toolkit that will allow other local communities to develop low cost (or no cost) active transportation plans for their own communities. SCAG expects those templates and toolkits to become available in the coming year.

- **Partnership with the California Active Transportation Resource Center (ATRC):** Since the adoption of Connect SoCal 2020, SCAG has partnered with ATRC. SCAG has worked with the state on the expansion of the *Go Human* Kit of Parts so that it can function as a statewide resource. SCAG guided Caltrans on the management of the Kit of Parts and loaned the state one of its Kits of Parts for demonstrations statewide.
- **California's Strategic Highway Safety Plan's Bicycle and Pedestrian Challenge Area Teams:** SCAG serves on the Bicycle and Pedestrian Challenge Area Teams, where staff is helping shape Caltrans' efforts to improve the implementation of Quick Build projects, which are interim capital projects that often include active transportation components.
- **Mobility as a Service (MaaS) Feasibility White Paper:** In 2022, SCAG completed the MaaS Feasibility White Paper, to study the key building blocks for successfully implementing a MaaS system in the SCAG region, which would integrate transportation services, including bike share and other micromobility options, into a single mobility platform to provide competitive alternatives over private vehicles, promote universal basic mobility, encourage mode shift, and foster sustainable travel choices.¹⁵
- **Curb Space Management Study:** In 2022, SCAG completed the Curb Space Management Study (CSMS), which took a comprehensive and multimodal review of some of the most congested and complicated curb space locations within the region. A key objective of the work was to promote a balanced transportation system by better understanding first/last mile trips and connections between transit and active transportation (multimodal connections).¹⁶

Data Collection and Analysis

- **Active Transportation Database (ATDB):** SCAG's ATDB was developed to collect and store bicycle, pedestrian, wheelchair, and scooter/skateboard volume counts from infrastructure and planning projects across Southern California. SCAG is currently collaborating with ATRC and UC Berkeley Safe Transportation Research and Education Center (SafeTREC) to develop a consistent statewide count methodology and to transfer, expand, and enhance the SCAG regional ATDB to include a userbase of the entire State of California.¹⁷
- **Regional High Injury Network:** To motivate reductions in serious injuries and fatalities, SCAG developed a regional High Injury Network (HIN) to help local jurisdictions focus improvements on where they are most needed. The regional HIN was recently updated to

¹⁵ <https://scag.ca.gov/post/mobility-service-maas-feasibility-white-paper-final-report>

¹⁶ <https://scag.ca.gov/curb-space-management-study>

¹⁷ <https://atdb.scag.ca.gov/Pages/About.aspx>

include additional years of data and is now available via the interactive Transportation Safety Resource Hub.¹⁸

Connect SoCal 2024 Development

The adoption of the last plan, Connect SoCal 2020, illustrated the complexity of long-range planning with rapidly evolving developments ranging from broader resilience, sustainability, and air quality issues to the future of mobility and associated implications for public policy. The need for a more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the COVID-19 pandemic, more challenging transportation and land use environments, a changing economy, and increasing uncertainties through the planning horizon (2050). The emerging landscape will be complex, likely exacerbating many of our existing challenges.

Connect SoCal 2024's active transportation component will include foundational planning guidance for active transportation, including requirements that need to be addressed at the federal level (e.g. Infrastructure Investment and Jobs Act (IIJA), also referred to as Bipartisan Infrastructure Law), and at the state level (e.g. AB 1358 (the Complete Streets Act) or California Coastal Trail mandates). To the extent practicable, SCAG staff will incorporate recently adopted state and local plans. SCAG staff are conducting continual, cooperative, and comprehensive outreach to stakeholders to shape the active transportation approach.

Outreach & Engagement

Having a grasp of where the region is at as it implements projects and plans for future projects is critical in shaping the plan for the region. A significant effort is made to conduct meaningful outreach and engagement throughout Connect SoCal 2024's development, to the Transportation Committee as well as to other critical stakeholders.

SCAG staff are seeking to better understand active transportation existing conditions, challenges and opportunities, and potential strategies and actions that can be taken to advance active transportation. In the summer of 2020 and in the wake of the COVID-19 shutdown, SCAG began meeting virtually with local agencies to discuss active transportation needs in their communities and assist in the development of grant applications for Cycle 5 of the ATP. Throughout this process SCAG continued to hear that local agency needs significantly exceed the funding available from the program. SCAG staff also regularly meets with County Transportation Commissions in the development of the ATP Regional Program and to support the implementation active transportation projects across the region. Since the start of the pandemic, local agencies have been experiencing rising materials and labor costs through their capital improvement programs. SCAG continues to

¹⁸ <https://transportation-safety-scag.hub.arcgis.com/>

advocate for and work with our state partners to ensure that Southern California needs are recognized in the administration of the ATP.

SCAG staff continues to convene regular meetings of its Safe and Active Streets Working Group, which is comprised of dozens of local agency staff and community-based organizations, along with consultants working in the active transportation field. SCAG staff convenes meetings to share updates on planning studies, highlight best practices, and solicit feedback on Connect SoCal 2024.

This fall, SCAG staff began convening the Next Generation Infrastructure Subcommittee, which is comprised of a dozen policymakers from across the region. The Subcommittee is intended to provide guidance on the priorities and strategies for Connect SoCal 2024, reflecting the rapidly evolving developments specific to the future of mobility and associated implications for public policy. The Subcommittee's September 21 meeting was focused on how travel has changed with the COVID-19 pandemic and what this will mean for long-range transportation planning. Key findings shared included: 1) Increases in telework are changing the dynamics of travel both in time and location, and 2) More short trips are occurring throughout the day, especially across the afternoon. To address these changing travel patterns, transportation planning and operating agencies should focus on increasing transportation choices beyond driving, including connecting communities with pedestrian and bicycle facilities.

The feedback from the outreach and engagement to-date has been taken into account in shaping the following draft Connect SoCal 2024 active transportation strategies.

Draft Active Transportation Strategies

The opportunity to change the way people travel across the region is significant, particularly when considering our transportation system through a multimodal and complete streets approach. The proposed vision for active transportation is one that improves connectivity and integration between bicyclists, pedestrians, micromobility users, and the transit/rail network. It supports safe access for all people, of all ages and abilities. The proposed vision for active transportation is one in which active transportation functions as connective tissue within a larger multimodal ecosystem. Key strategies that support this future include:

Multimodal Integration Strategies

- **Complete Streets:** Complete Streets are streets that are planned, designed, built, operated, and maintained to support safety, comfort, and mobility for all road users instead of the speed of cars and the flow of traffic. These streets provide for people of all ages and abilities, regardless of whether they are driving, walking, bicycling, rolling, or riding transit, while also considering freight deliveries and shipments. They may accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and curbside management strategies. Nearly half of all jurisdictions in the region have an

adopted Complete Streets policy. Complete Streets policies are set at the federal, state, regional, and local levels. At the federal level, the Bipartisan Infrastructure Law (Investment, Infrastructure, and Jobs Act, or IIJA, 2021) requires that Metropolitan Planning Organizations (MPOs) use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. At the state level, Caltrans recommends that MPOs integrate Complete Streets policies into their Regional Transportation Plans. While SCAG has led many Complete Streets efforts, it does not currently have a formally adopted Complete Streets policy. Consequently, SCAG staff recommend that the Regional Council adopt a Complete Streets policy to address the federal requirement in IIJA and for integration within Connect SoCal 2024. The corresponding adopting resolution (**Attachment 1**) reaffirms SCAG's regional leadership role and commitment to advance Complete Streets across the region.

- **Mobility Hubs:** Mobility hubs as locations where there are a range of transportation options (but typically at least two) that connect and interact with each other. They are intended to serve as the nucleus of the physical infrastructure in a Mobility as a Service (MaaS) system, and may include public transit, active transportation, and shared vehicles. They are the infrastructure foundation for multimodal trip planning and promoting mode shift and are considered essential for a safe and convenient transfer between transportation modes. The concept of a mobility hub has been developing in the SCAG region over the last decade and SCAG plans to evaluate existing and potential mobility hubs.
- **Mobility as a Service (MaaS):** MaaS integrates transportation services into a single mobility platform that provides competitive alternatives (e.g., bike share connections to transit) over private vehicles, to promote universal basic mobility, encourage mode shift, and foster sustainable travel choices. SCAG's MaaS Study included several strategies including developing mobility hubs throughout the region; develop associated payment and digital infrastructure; and several others that will be detailed within the plan.
- **First/Last Mile Connections:** This strategy involves providing better access to transit/rail for all modes, including active transportation modes, rather than focusing solely on automobiles. As noted earlier, SCAG has partnered with several local agencies to develop First/Last Mile Plans.
- **Shared Mobility:** Shared mobility is transportation services and resources that are shared among users, either concurrently or one after another. This includes micromobility (e.g., bikesharing, scooter sharing, etc.), automobile-based modes (e.g., carsharing, rides on demand), public transit/rail, microtransit, and commute-based modes or ridesharing (e.g., carpooling and vanpooling).

Active Transportation Prioritization Strategies

- **Short Trips:** The installation of sidewalks, paths, Americans with Disabilities Act (ADA) required infrastructure, and other pedestrian facilities will support safe conditions for

walking. The expansion of the bicycle network to include more low stress facilities (e.g., Class I, Class II, and Class IV facilities) will support safe conditions for bicycling. This strategy is closely aligned with the First/Last Mile Connections, Shared Mobility, and Safe Routes strategy.

- **Safe Routes:** Safe Routes (to School, Transit, Parks, for Older Adults, etc.) strategies aim to increase the number of people walking, bicycling, and rolling by implementing infrastructure improvements to the pedestrian and bicycle network within a specified distance from a school, transit station/stop, park, or location serving older adults. Safe Routes strategies are comprehensive approaches to reduce the number of Single Occupant Vehicle (SOV) trips.
- **Slow Streets:** A by-product of the COVID-19 pandemic shutdown of parks and recreational trails, Slow Streets are safe, comfortable, low-vehicle-traffic routes that prioritize active transportation and community-building. These shared streets are designed and implemented on residential streets to provide safe, comfortable alternatives for to driving. They are open to all forms of transportation, including vehicles accessing properties along the corridor, and emphasize slow and safe speeds to support a diverse mix of uses.
- **Quick Builds:** Quick Build projects are interim capital improvement projects that typically include active transportation components. The purpose of a Quick Build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and allowing the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

Engagement Strategies

- **Safe Routes to School Programs:** A variety of engagement strategies will need to be implemented alongside the planning and infrastructure focused strategies to motivate changes in travel behaviors. This would include Safe Routes to School programs designed to encourage students to walk and bicycle to school.
- **Local Demonstration Events:** Using temporary materials like the *Go Human* Kit of Parts, communities can demonstrate new active transportation infrastructure improvements to engage community members and solidify support for future projects.
- **Open Streets Events:** Single day full closure of streets to automobile traffic with programed hubs along the corridor. On an Open Street people traffic replaces car traffic, and streets become places where people of all ages, abilities and background can come out and improve their health. They are free, regularly occurring programs that offer communities the opportunity to experience their city streets in a whole new way.

Equity Strategies

- **Zero Deaths or Vision Zero Policies, Plans, and Projects:** Across the region, people of color are overrepresented as fatal and serious injury collision victims compared to their proportion of the region's population. SCAG's Regional High Injury Network (HIN) is primarily located in equity areas, with about 81 percent of the roadway miles in SB 535

Disadvantaged Communities, Environmental Justice Areas, or Communities of Concern.¹⁹ It is critical that communities continue to develop safety policies, plans, and projects to support safe travel.

Resilience Strategies

- The strategies described above are all considered resilience strategies. As was made evident throughout the COVID-19 pandemic, active transportation is adept at supporting people as they cope with changing conditions. In the case of the pandemic, active transportation supported public health mitigation measures. It also functions as a support during times of economic stress or shocks because it is a more affordable mode. Furthermore, it offers viable alternatives for short trips when systems are compromised (e.g., transit/rail services are suspended, roads are closed to traffic, etc.), and it supports social resilience.

Future Regionally Significant Programs and Projects

As reported to the Transportation Committee at its September 1, 2022, meeting, staff requested that the County Transportation Commissions submit their lists of transportation projects to SCAG by November 1, 2022. SCAG relies on the Commissions' long-range transportation plans and local option sales tax measure implementation plans to serve as the foundation of projects for Connect SoCal. Regionally significant projects include, but are not limited to:

- The City of Los Angeles reimagined the iconic Hollywood Boulevard corridor with its adoption of the Walk of Fame Master Plan. Since its adoption, the City has secured more than \$11 million in funding for early implementation phases with construction beginning in 2023. The City is currently pursuing additional funding sources for the full implementation of the plan.
- The Orange County Transportation Authority secured nearly \$46 million in Active Transportation funds for the design and implementation of segments P and Q of the OC Loop project. This will fill a 1.6-mile gap in the region's 66-mile Class I bicycle network and will construct a Class I multi-use path, five roadway and railway underpasses, and install wayfinding signage.
- The Coachella Valley Association of Governments has made significant progress on the construction of the CV Link, a 40-mile active transportation and low-speed electric vehicle pathway connecting Coachella Valley communities. Additionally, CVAG secured \$36 million in funding for the Arts and Music Line (a 10-mile pathway network) that will further connect Coachella Valley including the festival grounds.

Performance Evaluation

¹⁹ <https://transportation-safety-scag.hub.arcgis.com/pages/existing-conditions>

Connect SoCal active transportation investments and strategies are evaluated using a combination of modeling tools. The modeling results provide the basis for interpreting the anticipated outcomes of the plan's investments and strategies. SCAG staff use performance measures in the forecasting process to anticipate what the future could look like. Among the performance measures, those that correspond to active transportation include trip distance, mode share, average travel time, travel time by mode, and fatalities/severe injuries by mode. In the long term, SCAG staff plan to monitor performance utilizing the following measures: average travel time, commute mode share, and transportation safety.

Regional Complete Streets Policy Recommendation

As noted earlier, the state of active transportation networks and levels of walking and biking vary considerably across the region. This variability is due, at least in part, to a lack of supportive infrastructure. The region needs a transportation network with more Complete Streets that accommodate all road users. Because SCAG does not currently have a formally adopted Complete Streets policy, SCAG staff recommend that the Regional Council adopt a Complete Streets policy, which would both address the federal requirement in IIJA and contribute to a more robust Connect SoCal 2024. On February 3, 2023, the Transportation Committee recommended that the Regional Council adopt the Regional Complete Streets Policy resolution for integration within Connect SoCal 2024. Transportation Committee members in addition to regional stakeholders recommended including additional language in the resolution to reflect that Complete Streets implementation should consider the conditions and needs of a community, whether it is urban, suburban, or rural (i.e., be context sensitive). The additional language is reflected in the attached resolution and noted below in italics.

Regional Complete Streets Policy

The Complete Streets policy supports advancing Connect SoCal 2024 goals and contributes to the region achieving reduced Vehicle Miles Traveled and greenhouse gas emissions, improving transportation safety and mode shift, and furthering equity. Furthermore, the Complete Streets policy reaffirms SCAG's regional leadership role and commitment to advance Connect SoCal strategies and endorses:

- Encouraging data-driven approaches to inform Complete Streets policies and planning and the strategic use of available funds and resources.
- *Supporting local agencies as they work to implement Complete Streets that are sensitive to urban, suburban, or rural contexts.*
- Integrating Complete Streets in regional policies and plans, including considering equity impacts on Disadvantaged Communities, Communities of Concern, and Environmental Justice Areas.
- Supporting local agencies as they work to implement Complete Streets strategies that are sensitive to the rural, suburban, or urban contexts.

- Protecting vulnerable roadway users, such as pedestrians and bicyclists, people with disabilities, older adults and youth.
- Engaging regional stakeholders in Complete Streets policy and plan development, implementation, and evaluation.
- Providing leadership at the state and regional levels to promote Complete Streets, including supporting work on statewide efforts and legislation that further motivate the development of Complete Streets.

NEXT STEPS:

Staff are continuing to seek input and feedback the on active transportation approach from external stakeholders to ensure the approach reflects the region’s priorities. Staff will continue to provide updates should this approach evolve, particularly prior to the anticipated release of the Draft Connect SoCal 2024 in fall 2023. Staff will incorporate the Regional Complete Streets Policy into the active transportation approach.

FISCAL IMPACT:

Funding for staff work on this program is included in OWP Task #050.0169.01 (RTP/SCS Active Transportation Development & Implementation).

ATTACHMENT(S):

1. Resolution No. 23-653-2 - Regional Complete Streets Policy



RESOLUTION NO. 23-653-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING A REGIONAL COMPLETE STREETS POLICY

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

WHEREAS, SCAG is the largest Metropolitan Planning Organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving 19 million people pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.;

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

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 more healthy, livable, sustainable, and economically resilient communities;

WHEREAS, improving mobility, accessibility, reliability, and transportation safety has been a goal included in SCAG’s long-range plans, including Connect SoCal, for decades;

WHEREAS, Complete Streets further these goals, as they are streets that are planned, designed, built, operated, and maintained to support safety, comfort, and mobility for all road users instead of the speed of cars and the flow of traffic;

WHEREAS, Complete Streets also contribute to the region achieving reduced Vehicle Miles Traveled (VMT) and greenhouse gas emissions, improving transportation safety and mode shift, and furthering equity;

WHEREAS, SCAG’s Regional Council unanimously adopted a Climate Action Resolution in January 2021 that affirmed a commitment to reduce greenhouse gas emissions and establish partnerships to support local jurisdictions’ climate adaptation and mitigation initiatives, including urban heat mitigation plans that can reduce harmful health impacts from extreme heat on active transportation mode users;

WHEREAS, in California, the Complete Streets Act of 2008 (AB 1358) requires cities and counties to incorporate the concept of Complete Streets in the circulation element of the local jurisdiction’s general plan update;

WHEREAS, although AB 1358 provides no statutory requirement for MPOs, California Department of Transportation (Caltrans) Regional Transportation Plan (RTP) guidance (2017) recommends that MPOs integrate Complete Streets policies into their RTPs, not only as a means to develop a Sustainable Communities Strategy and drive greenhouse gas emissions reductions, but also to identify the financial resources necessary to accommodate such policies;

WHEREAS, Governor Newsom’s Zero-Emission by 2035 Executive Order (N-79-20) supports Complete Streets as they further the California’s efforts to achieve carbon neutrality;

WHEREAS, at the federal level, the Bipartisan Infrastructure Law (Investment, Infrastructure, and Jobs Act, 2021) requires that MPOs use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans; and

WHEREAS, SCAG recognizes that it can help in encouraging and facilitating action to develop Complete Streets, and it seeks to continue to lead or join aligned Complete Streets efforts.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that SCAG hereby adopts a regional Complete Streets policy, with the long-term aim of achieving Zero Deaths, encouraging mode shift, improving air quality and reducing greenhouse gas emissions; and

BE IT FURTHER RESOLVED THAT:

1. SCAG will work with partner agencies to encourage data-driven approaches to inform Complete Streets policy and planning and the strategic use of available funds and resources;
2. SCAG will support local agencies as they work to implement Complete Streets that are sensitive to urban, suburban, or rural contexts;
3. SCAG will integrate Complete Streets in regional policies and plans, including considering equity impacts on Disadvantaged Communities, Communities of Concern, and Environmental Justice Areas;
4. SCAG will endeavor to protect vulnerable roadway users, such as pedestrians and bicyclists, people with disabilities, older adults and youth;
5. SCAG will engage regional stakeholders in Complete Streets policy and plan development, implementation, and evaluation; and
6. SCAG will provide leadership at the state and regional levels to promote Complete Streets, including supporting work on statewide efforts and legislation that further motivate the development of Complete Streets.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 2nd day of March, 2023.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 6
REPORT

Southern California Association of Governments
March 2, 2023

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Zacharias Gardea, Associate Regional Planner
(213) 630-1446, gardea@scag.ca.gov

Subject: REAP 2021: Programs to Accelerate Transformative Housing (PATH)
Program Funding Application

RECOMMENDED ACTION:

Recommend that the Regional Council approve the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program application template, including the application requirements, scoring methodology, and selection process; authorize staff to release the calls for applications upon approval of SCAG’s full Regional Early Action Planning Grant (REAP 2.0) application by the State Partners; and, authorize the SCAG Executive Director or his designee to revise the application as needed for compliance with the REAP 2.0 program and/or feedback from the State Partners and to enter into agreements with awarded entities under the programs and execute all documents incident to the agreements, including issuance of conditional award letters.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

This report requests that the Regional Council approve the application for the Programs to Accelerate Transformative Housing (PATH) program and authorize staff to issue the calls for applications. The Regional Council approved the PATH Program Guidelines on November 3, 2022 with the staff report noting the application would be presented to the CEHD Committee and the Regional Council for consideration in early 2023. On February 2, 2023, the CEHD committee reviewed and recommended that the Regional Council adopt the application and authorize the calls for applications. The application (Attachment 1) includes the requirements, scoring methodology, and selection process, which is summarized in this report and in the attached presentation (Attachment 2). The application has been revised to reflect the public comment

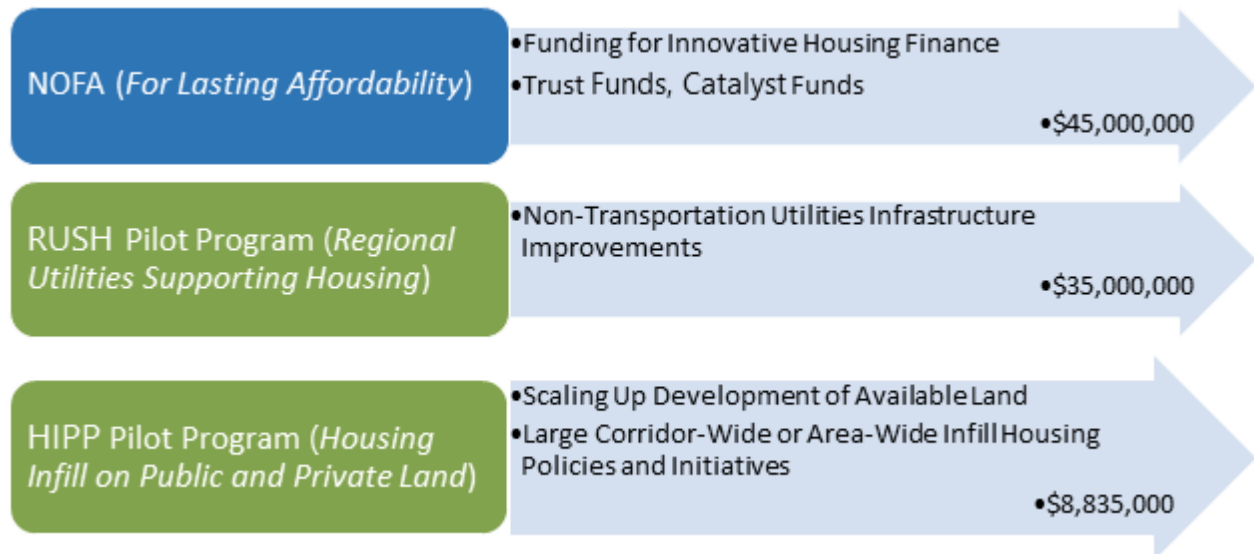
received as well as feedback received from the State Partners. The PATH program will be competitive, and applications will be scored and evaluated against one another for funding.

BACKGROUND:

The PATH program will help realize the Housing Supportive Infrastructure Key Connection in the adopted 2020 Connect SoCal Plan by creating the foundational conditions for housing to be realized at scale across the Southern California region. The PATH Program Guidelines include evaluation criteria that encourages the distribution of projects across the SCAG region, which ensures the REAP 2.0 funds lead to regionwide significant beneficial impacts. These evaluation criteria form the basis for the scoring methodology and selection process in the application. All projects must meet all REAP 2.0 funding requirements.

The PATH application template will be used across the three funding areas, which are summarized in the chart below and include the NOFA For Lasting Affordability (NOFA), Regional Utilities Supporting Housing (RUSH) Pilot Program, and Housing Infill on Public and Private lands (HIPP) Pilot Program. Full descriptions for each of the funding areas and the PATH program are included in the PATH Program guidelines.

PATH Program Funding Areas (\$88,835,000)



PATH Program Application Template

The application template includes an introduction providing a statement on the funding area, and information on office hours, technical assistance available, the section process, and how to submit a



complete response. For an application to be considered complete all sections must be filled out completely and the required attachments provided. When each call is announced, the specific application for the funding area will be posted on the SCAG REAP 2.0 website.

PATH Application Check List

The application includes the following sections, which must be filled out completely:

- Section 1. Application Terms and Signature
- Section 2. Minimum Requirements
- Section 3. Contact Information and Project Description
- Section 4. Evaluation Criteria

The following attachments must accompany the completed application (templates are provided):

- Outcomes and Metrics
- Budget and Schedule (that meets the encumbrance and expenditure deadlines)
- Scope and Deliverables
- Project Area Maps (one map identifying Disadvantaged Communities and another map establishing all work will be completed in infill areas per the definition)
- Letter of Support (from a third-party organization that the project meets local housing needs)

Selection Process and Scoring Methodology

SCAG staff will review all submitted responses for completeness. If all requirements are not met, the application cannot be considered. All complete applications will be evaluated by a selection panel who will use a five-point scale to assign a score to each response in the evaluation section. The maximum number of points possible is provided in the following table. Based on information from the State Partners, an application must receive a point score for Criterion 1 and Criterion 2. A score of less than one for either criterion will disqualify an application. The selection panelists' scores for each application will be compiled to produce the final score. The selection panel will then meet to determine the ranking of applications. Applicants will be notified of their score and ranking and provided with an opportunity to appeal. The selected applications will be issued a conditional award letter and recommended for funding to the Regional Council. All conditional awards are provisional until approved by the Regional Council, which is anticipated to occur in September 2023.

Application Scoring and Points Possible

PATH Program Evaluation Criteria		Points Possible	Weighting Score	Percent of Total
1	Lead to a Transformative Significant Beneficial Impact	25		45%
	1.1 Accelerate Infill Development that facilitates:	15	1	15%
	• Housing supply,			

	<ul style="list-style-type: none"> Choice, and Affordability 			
	1.2 Affirmatively Further Fair Housing (AFFH)	5	3	15%
	1.3 Reduce Vehicle Miles Travelled	5	3	15%
2	Equitable Targeted Outreach	10		10%
	2.1 Engagement with Disadvantaged and Historically Underserved Communities	5		5%
	2.2 Inclusive, Diverse, and Equitable Engagement	5		5%
3	Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness	25		25%
	3.1 Existing or Prior Local Policy Commitment	5	1	5%
	3.2 Partnerships or Financial Match	5	1	5%
	3.3 Ability to Complete the Project and Cost Effectiveness <ul style="list-style-type: none"> Experience completing similar projects Plan for ensuring project is completed on time and budget Approach for ensuring cost effective use of funding 	15	1	15%
4	Prioritize Disadvantaged Communities	10		10%
	4.1 Disadvantaged and Historically Underserved Communities	5	1	5%
	4.2 Addressing Historic/Current Inequities & Disadvantaged Community Benefits	5	1	5%
5	Contributes to Regional Transformative Change	10		10%
	5.1 Innovative Approaches to Scale Housing Supply	5	1	5%
	5.2 Regional Impact and Applicability	5	1	5%
	Total	80		100%

Calls for Applications – Anticipated Timelines

The calls for applications will be issued following the Regional Council’s authorization and the State’s approval of the PATH program and REAP 2.0 application. State approval is anticipated by March 31, 2023. Based on these dates, the following timelines have been developed for the PATH funding areas.

NOFA and HIPP – Anticipated Timelines

Calls Issued Separately	April 2023 (<i>Anticipated</i>)
Responses Due	45 days
Completeness Review	Late May – Early June
Final Scores Determined	Mid-Summer

Conditional Awards Issued	60 days of response due date
Regional Council considers Funding Awards	September

The RUSH pilot program call for applications will be announced following the utilities industry forum, which is anticipated to occur in Spring 2023. The call for applications will use the template application, however some questions in Section 4 (Evaluation Criteria) may be modified.

RUSH – Anticipated Timeline

Call Issued	Late Spring (following the utility industry forum)
Responses Due	45 days
Completeness Review	Early Summer
Final scores determined	Mid- Summer
Conditional Awards Issued	60 days of response due date
Regional Council considers Funding Awards	September

Public Outreach and Feedback on the Application

In advance of Regional Council’s consideration of the PATH application, staff conducted the following outreach. Email notices were sent to individuals signed up to receive notices from SCAG on housing, and to contacts from prior REAP 2.0 PATH program outreach. SCAG staff presented an overview of the PATH application and how to submit written comments at monthly planning director meetings facilitated by the Council of Governments. SCAG also hosted a listening session available to the public and with a focus on organizations and entities eligible for PATH funding. The session included a review of the draft application, application process and timeline, and an opportunity to ask questions and provide feedback. The listening session was recorded and posted on the REAP2.0 website (<http://scag.ca.gov/reap2021>). All written comments received by February 13th, 2023, were considered in the attached application and have been summarized in this staff report.

Feedback was received at the listening session and in two written comments that were submitted by February 13th, 2023 and the writing of this report.

A summary of the comments with notes on how the comments have been integrated into the application or funding program follows.

- Suggested establishing that the project meets the infill definition could include check boxes;
- If applicants were submitting multiple projects that the application could ask for those projects to be ranked by importance;
- The amount of narrative available for each response in the project description and evaluation sections could be reduced;

- Evaluation criteria 2 and 4 could be modified to distinguish between targeted equitable outreach (Criteria 2) and supporting disadvantaged and historically underserved communities (Criteria 4);
- The local match in the evaluation criterion 3 could be adjusted to clarify that is prior or existing local policies, not policies that would be established in the proposed project;
- Suggested that Criteria 4, which gives priority to projects supporting disadvantaged communities, could be clarified to include support for communities located in the applicant's service area and outside but supported by the project;
- Suggested the application could include a Diversity, Equity, and Inclusion (DEI) competency criterion for consultants and subcontractors at part of Evaluation Criterion 3.3.3 (Ability to complete the project and cost effectiveness) and suggested a roster of local DEI-competent consultants could be compiled to support the programs;
- Greater clarity on project and applicant eligibility, and to what extent applicants will need to justify how proposed project areas align with the definition of infill development;
- State wanted an increased connection to the Sustainable Communities Strategy (SCS) of SCAG's Connect SoCal plan;
- State recommended to increase the scoring for AFFH and reducing VMT in Section 4.1 so that the three threshold criteria (4.1.1, 4.1.2, and 4.1.3) weighed equally against the total points possible.

In response, to the above comments, staff revised the application in the following manner:

- The application now includes check off boxes for meeting the State infill definition. SCAG staff proposed an alternative infill definition in the REAP 2 application that was based on feedback received during the REAP 2 application development process. Contingent on State approval, the alternative definition will be incorporated into the application with a similar check box system;
- Application now allows applicants to prioritize multiple project applications;
- The narrative boxes have been reduced from 1,000 word counts to 500-word counts;
- Criteria 2 and 4 have been adjusted to differentiate between targeted outreach and support for disadvantaged communities, respectively; and the local match in Criterion 3 has been revised to "Existing and/or prior local policy match";
- The local match question in criterion 3 now clarifies existing or prior local policies;
- Staff added the stipulation that a proposed project can be located within and/or outside of Disadvantaged and Historically Underserved Communities, however the project must clearly support the Disadvantaged and Historically Underserved Community members;
- SCAG will be creating a bench of consultants for the PATH program and will explore how DEI can be included in the selection of those consultants;
- Staff will host informational workshops once the PATH Calls for Projects open for applicants to review the application, submittal checklist, and selection process;

- Further embedded connection to the SCS in Section 2.3, Section 3.3, and several additional questions under Section 4: Evaluation Criteria.
- Introduced a weighting system to Section 4: Evaluation Criteria so that threshold criteria 4.1.1, 4.1.2, and 4.1.3 are all worth 15% of the total points possible.

Next Steps on Outreach

Following Regional Council approval of the PATH application template and authorization of the calls, and approval of the PATH Program and REAP 2.0 application by the State Partners, SCAG staff will conduct the following:

- *Application Workshop:* At the beginning of each call, SCAG will host a virtual workshop to review the application, check list and selection process. The presentation will be recorded and posted on the SCAG REAP 2021 webpage.
- *Office Hours:* Once a call has been released, SCAG staff will hold weekly office hours to respond to questions and discuss potential projects. Applicants will be able to visit SCAG's REAP 2021 webpage (www.scag.ca.gov/reap2021) to schedule an appointment.

Staff has conducted extensive stakeholder engagement since 2021 to inform the REAP 2.0 Framework approved by the Regional Council in July 2022, and then to inform development of the PATH program which was approved in November 2022. SCAG staff will continue to engage with the stakeholders, and all interested applicants throughout the application process.

FISCAL IMPACT:

Work associated with this item will be included in the FY22-23 OWP, once REAP 2.0 funding is received, with no fiscal impact on the existing budget.

ATTACHMENT(S):

1. Application
2. PowerPoint Presentation - REAP 2021: PATH Program Funding Application



[TEMPLATE] PROGRAM APPLICATION

[Add short description for the specific funding area the application is for: NOFA, HIPP, or RUSH].

Issued: [TBD]

Submit completed applications along with all required attachments to: housing@scag.ca.gov

Responses due by 5:00 p.m. on [MONTH, DAY], 2023

Applications can be submitted at any time during the application period. SCAG will consider all applications submitted during the application period received at the closing time and day.

More information at: www.scag.ca.gov/reap2021

Submit questions or request additional information by email with “PATH Application” in the subject line to: housing@scag.ca.gov

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
to: housing@scag.ca.gov

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Table of Contents

Introduction	3
Office Hours	3
Selection Process.....	3
Application	5
Submittal Checklist.....	5
Submittal Instructions	5
Technical Assistance Available	5
Administrative Provisions	6
Section 1. Application Terms and Signature	7
Section 2: Minimum Requirements.....	8
Section 3: Contact Information and Project Description	9
Section 4: Evaluation Criteria (Scored)	11

Introduction

[A short description for the specific funding area in the PATH Program the application will be used for will be included. The PATH Program funding areas include: the NOFA For Last Affordability, the Housing Infill on Public and Private lands (HIPP) Pilot Program, and the Regional Utilities Supporting Housing (RUSH) Pilot Program. Information on the PATH Program and the three funding areas is in the PATH Program Guidelines, which are available online at: www.scag.ca.gov/reap2021] [State REAP 2.0 Program Guidelines are available at: <https://www.hcd.ca.gov/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf>]

Office Hours

SCAG staff is available to respond to questions and discuss proposed projects. Staff will begin holding weekly office hours in February 2023. An applicant does not need to have a project fully developed to participate in one-on-one consultations. Efforts will be made to accommodate meeting requests. There is no limit to the number of meetings possible. Interested applicants can visit SCAG’s REAP 2021 webpage at: www.scag.ca.gov/reap2021 to schedule an appointment.

Please email questions to housing@scag.ca.gov with the subject line “PATH Application.” Inquiries made by any other means will not be answered. Effort will be made to respond within two (2) business days. During each call for applications, staff will post all questions received along with responses. This will be done in batches on the REAP 2021 webpage.

Feedback on an application or a proposed project shared by SCAG staff should not be considered an indication the proposed application or project will be awarded funding.

Selection Process

Each of the three funding areas in the PATH Program will begin with a call for applications. The application will be made available when the call is announced. The call will specify the period of time during which applications will be accepted. While each call is open, an applicant may amend a response that has been submitted up to the response due date and time (close of the call). Once the call is closed, no further amendments are allowed. Applicants are encouraged to take advantage of SCAG’s technical assistance that is available. More information is provided below and at www.scag.ca.gov/reap2021.

SCAG staff will review all responses received during an open call in two (2) stages: 1) Completeness (see the application submittal checklist) and 2) Technical Scoring and Evaluation.

The Completeness review evaluates the completeness of the application and compliance with the submittal requirements. If all requirements are not met, SCAG staff will notify the applicant that the application is incomplete and will not be considered. Submitted application materials will not be returned. Results of the Completeness review are final and may not be appealed. SCAG may, in its sole discretion, request clarification of any portion of an application from the applicant and its applicant team.

Applications that pass Completeness review move to Technical Scoring and Evaluation, which evaluates projects based on the Project Application Scoring Criteria. All complete applications will be evaluated by a selection panel using the scoring rubric and evaluation criteria provided in Section 3 and Section 4 of the

application. The selection panel may request additional information from applicants related to the scoring criteria. The selection panelists' scores for each application will be compiled to produce the final score. The selection panel will then meet to determine the final ranking of applications. Applicants will be notified of their score. Selected applications will be issued a conditional award letter and recommended for funding to the Regional Council. All conditional awards are provisional until approved by the Regional Council.

Selection Process Timelines

The call for applications for each specific funding area will be announced in early 2023, following the state approval of the PATH program and the SCAG Regional Council authorization to release the call. State approval is anticipated by March 31, 2023, while the Regional Council is scheduled to consider approving the calls at its March meeting. Based on these dates, the following timelines have been developed for each funding area, subject to change.

NOFA

Call Issued	April 2023 <i>(Anticipated)</i>
Responses Due	45 days
Completeness Review	Late May – Early June
Final Scores Determined	Mid-Summer
Conditional Awards Issued	60 days of response due date
Regional Council considers Funding Awards	September

HIPP Pilot Program

Call Issued	April 2023 <i>(Anticipated)</i>
Responses Due	45 days
Completeness Review	Late May – Early June
Final Scores Determined	Mid-Summer
Conditional Awards Issued	60 days of response due date
Regional Council considers Funding Awards	September

RUSH Pilot Program

Call Issued	Late Spring <i>(following the utility industry forum)</i>
Responses Due	45 days
Completeness Review	Early Summer
Final scores determined	Mid- Summer
Conditional Awards Issued	60 days of response due date
Regional Council considers Funding Awards	September

...

Application

To be considered for the *[insert specific funding area in PATH]* Program, the applicant must be eligible and file a completed application with all required attachments before the close of the call for applications.

Submittal Checklist

Please check each box in the lists below as each is completed.

The application includes the following sections, which must be filled out completely:

- Section 1. Application Terms and Signature
- Section 2. Minimum Requirements
- Section 3. Contact Information and Project Description
- Section 4. Evaluation Criteria

The following attachments must accompany the completed application (templates are provided):

- Outcomes and Metrics
- Budget and Schedule (that meets the encumbrance and expenditure deadlines)
- Scope and Deliverables
- Project Area Maps (one map identifying Disadvantaged Communities and another map establishing all work will be completed in infill areas per the definition)
- Letter of Support (from a third-party organization that the project meets local housing needs)

Submittal Instructions

Submit the completed application and all required attachments to: housing@scag.ca.gov

The email subject line should be labeled in the following format: "PATH Application_Applicant Name_Project Name". The applicant should attach the following to the email as individual, completed files: 1) Application (Signed, PDF), 2) Budget – Timeline – Scope – Deliverable – Measurable Outcomes (Excel Workbook), 3) Project Maps (PDF), 5) Letter of Support (PDF), and 6) Disclosures (Signed, PDF).

Responses are due by 5:00 p.m. on [MONTH, DAY], 2023

Applications can be submitted at any time while the call is open. SCAG will consider all responses submitted during the open call as received at the closing time and day.

Technical Assistance Available

While each call is open, an applicant may amend a response that has been submitted up to the response due date and time (close of the call). Once the call is closed, not further amendments are allowed.

Applicants are encouraged to take advantage of SCAG's technical assistance during the open call, which includes information posted on the REAP 2021 webpage, assistance with questions during weekly office hours, and the option to schedule a one-on-one meeting to discuss the application, proposed project(s), and submittal requirements.

For information about technical assistance available, visit www.scag.ca.gov/reap2021.

Administrative Provisions

SCAG's Rights and Responsibilities

SCAG reserves the right to change the requirements and policies described in this Program Application at SCAG's sole discretion. SCAG is responsible only for what is expressly stated in the Program Application, any authorized written addenda, and any posted Questions and Answers. Such addenda shall be made available to each person or organization via SCAG's REAP 2021 webpage (www.scag.ca.gov/reap2021). It is the responsibility of applicants to ensure, prior to submission, that their application reflects the most recent addenda information, program requirements, and policies. By submission of an application, each applicant acknowledges receipt of all addenda, if any, that are emailed or posted on the SCAG REAP 2021 website. SCAG is not responsible for and shall not be bound by any representations otherwise made by any individual acting or purporting to act on its behalf if those representations conflict with Program Application requirements.

SCAG'S Discretion

SCAG reserves the right, in its sole discretion, to disqualify any application that is incomplete, out of order, lacks required attachments, or contains other content errors, inconsistencies, misrepresented information, or other deficiencies. Forms provided in the Program Application must be used and information provided otherwise may be disregarded at SCAG's discretion. SCAG reserves the right to waive disparities in a proposal if the sum and substance of the application is present. Furthermore, SCAG reserves the right to terminate this program at any time without prior notice.

Cost of Application Preparation

The cost of application preparation shall be borne by the applicant. In no event shall SCAG be liable for any expenses incurred in the preparation and submission of the application.

Application is Property of SCAG

Once submitted, each application becomes the property SCAG and becomes a public record. SCAG is not liable for the public disclosure of any information contained in an application.

Section 1. Application Terms and Signature

A person duly authorized to sign for the organization (city manager, general manager, executive director, planning director or equivalent) must sign and certify the application. If this application is selected for funding, the information contained in this application will become the foundation of a funding agreement with SCAG. Applicants should be aware that SCAG may place stipulations on the project as a condition of the approval. These will be noted at the time of the funding recommendation. SCAG can also withdraw funding if the agency does not comply with the terms of the funding agreement.

Funding available under this Program Application is dependent upon SCAG's receipt of Regional Early Action Planning Grant (REAP 2.0) funds from the State of California. In the event funds offered through this Program Application are not available, SCAG, at its sole discretion, may terminate its obligations resulting from this Program Application.

SCAG reserves the right, in its sole discretion, to reject any and all applications in whole or in part.

Acceptance by SCAG of an application under this Program Application constitutes agreement by the applicant as to all terms, conditions, requirements, and rules of the application but does not constitute a contract or commitment of any kind.

- I confirm that I have reviewed the Submittal Checklist and that all application sections and required attachments have been filled out completely and will be submitted together following the Submittal Instructions.

- To the best of my knowledge, all information contained in this application is true and correct. If awarded funding from SCAG, I agree that I will adhere to the program guidelines, as well as provide a local resolution evidencing authorization to execute a funding agreement and receive funds.

Signature

Date

Print Name

Title

Organization Name

Issued _____

Section 2: Minimum Requirements

The following requirements establish eligibility to apply.

Section 2.1: Eligibility

The applicant must meet the following criteria:

[Application will include the eligibility requirements for the specific funding area: NOFA, HIPP, RUSH. Refer to the PATH Program guidelines, Sections 2.2, 2.3, and 2.4 for the eligibility criteria specific for each funding area]

If your agency/organization does not meet the applicant eligibility requirements, do not proceed. Your organization is not eligible. For more information contact Jacob Noonan at noonan@scag.ca.gov.

Section 2.2: Project Meets Infill Definition

Eligible projects must be entirely located in infill areas per the definition below.

[SCAG staff proposed an alternative infill definition that is currently under review by REAP 2.0 State partners. The infill definition is subject to change pending State approval of the alternative definition.]

Check all boxes that apply to your project. The project must be entirely within areas meeting Part A and Part B, and either Part C-1 or Part C-2. The State defines “infill”, for the purposes of the REAP 2.0 Program, as follows:

- Part A: The area consists of unused or underutilized lands
- Part B: Within existing development patterns
- Part C: That is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:
 - Part C-1: An urban center, urban corridor, or area with transit-supportive densities, OR
 - Part C-2: An established community that meets all the following criteria:
 - 2.1: The area consists of previously consisted of qualified urban uses
 - 2.2: The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included,
 - 2.3: No parcel within or adjoining the area is classified as agricultural or natural and working lands.

Is the totality of your project located in an infill area, as defined above?

- Yes
- No

If your project area meets the definition of infill, please follow the instructions [instructions for creating and saving an area map will be provided] to create and download a map of your project area that visually identifies how all activities will meet the definition of infill. This map must accompany your submitted application.

If your project area does not meet the definition of infill, do not proceed. Your project is not eligible.

Section 2.3: Connect SoCal Priority Growth Areas

Priority Growth Areas (PGAs) follow the principles of center focused placemaking and are locations where many Connect SoCal strategies can be fully realized. Please identify all PGAs that apply to your project area.

- Job Centers
- Transit Priority Areas
- High Quality Transit Areas
- Neighborhood Mobility Areas
- Livable Corridors

Note: for the purposes of REAP 2.0 funding Spheres of Influence do not qualify.

Information on the PGAs is available in the Sustainable Community Strategy (SCS) of SCAG's Connect SoCal plan, Chapter 3, beginning on Page 49. http://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176

https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176

Section 3: Contact Information and Project Description

Section 3.1: Applicant Information

Agency or Organization Name: _____

Jurisdiction (if applicable): _____

Description of Agency/Organization or Mission Statement: _____

Address: _____

Application Contact: _____ Title: _____

Email: _____ Phone: _____

Number of Applications Submitted: _____

If your agency is submitting multiple applications, please prioritize them below by Project Title:

Priority #1:

Priority #2:

Priority #3:

Section 3.2: Project Name and Location

Project Name: _____

Project Location**: _____

Issued _____

**For projects applying to Scaling Up Development of Available Land, please provide addresses and APNs. For projects applying to Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives, please provide project area boundaries.

Subregion or COG: _____ County: _____

Estimated Project Costs: _____

Requested Amount: _____

Local Match/Other Sources (Not Required): _____

Section 3.3: Project Description

Please include a short description and scope of the proposed project that includes the major deliverables. [250-word limit]

The three areas in the PATH Program are intended to fulfill the Housing Supportive Infrastructure Key Connection in the Connect SoCal Plan. This Key Connection aims to reduce the cost of producing housing by increasing the capacity for housing construction, reducing permit timing and process, right-sizing parking strategies, addressing sewer/water and other utility infrastructure needs, establishing tax increment financing, regional housing and land trusts, and other approaches to creating permanent affordable housing and funding sources. In your project description, please discuss how your project helps to fulfill the Connect SoCal Housing Supportive Infrastructure Key Connection.

Section 4: Evaluation Criteria (Scored)

All applications that meet the minimum requirements in Section 2 will be scored on how the project meets: (1) the REAP 2.0 Program Objectives and SCAG Key Priorities, and (2) provides Transformative and Significant Beneficial impacts in relation to the following criteria. The maximum number of points possible for each criterion is provided in the chart below. More detail on each of the criteria is provided below as well as in Section 3.2 of the PATH Program Guidelines.

Evaluation Criteria		Points Possible	Weighting Factor	Percent of Total
1	Lead to a Transformative Significant Beneficial Impact	25		45%
1.1	Accelerate Infill Development that facilitates: - Housing supply, - Choice, and - Affordability	15	1	15%
1.2	Affirmatively Further Fair Housing (AFFH)	5	3	15%
1.3	Reduce Vehicle Miles Travelled	5	3	15%
2	Equitable Targeted Outreach	10		10%
2.1	Engagement with Disadvantaged and Historically Underserved Communities	5	1	5%
2.2	Inclusive, Diverse, and Equitable Engagement	5	1	5%
3	Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness	25		25%
3.1	Existing or Prior Local Policy Commitment	5	1	5%
3.2	Partnerships or Financial Match	5	1	5%
3.3	Ability to Complete the Project and Cost Effectiveness - Experience completing similar projects - Plan for ensuring project is completed on time and budget - Approach for ensuring cost effective use of funding	15	1	15%
4	Prioritize Disadvantaged Communities	10		10%
4.1	Disadvantaged and Historically Underserved Communities	5	1	5%
4.2	Addressing Historic/Current Inequities and Disadvantaged Community Benefits	5	1	5%
5	Contributes to Regional Transformative Change	10		10%
5.1	Transformative Approaches to Scale Housing Supply	5	1	5%
5.2	Regional Impact and Applicability	5	1	5%
Total		80		100%

Attachment: Application (REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Funding Application)

4.1. Lead to a Transformative Significant Beneficial Impact (25-points)

The following set of questions will ask you to describe how the project is a *Transformative Planning and Implementation Activity* (See definition [link to definition]) providing a *Significant Beneficial Impact* that leads to a substantial change in land use patterns, equity, and travel behaviors. Your response must attain a point score for this criterion to be considered for funding. A score of less than one (1) disqualifies the application.

Transformative Planning and Implementation Activities means:

Housing, planning, infrastructure investments supporting Infill development that facilitates Housing supply, choice and affordability, and other actions that enable meeting Housing goals that also result in Per Capita vehicle miles traveled reductions, including accelerating Infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership.

Transformative Planning and Implementation Activities are meant to address these goals together and to lead to changes in land use patterns and behaviors. Transformative Planning and Implementation Activities shall be in furtherance of all the following:

- a. *State Planning Priorities, as described in Section 65041.1 of the Government Code.*
- b. *Affirmatively Furthering Fair Housing pursuant to Section 8899.50 of the Government Code.*
- c. *Facilitating Housing Element compliance for the sixth cycle Regional Housing Needs Assessment pursuant to Section 65302 of the Government Code prepared in accordance with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code.*
- d. *A region's Sustainable Community Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, or Alternative Planning Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, as applicable.*

Significant Beneficial Impact means:

Demonstrating the potential to meet the REAP 2.0, Connect SoCal, and PATH program objectives by establishing and supporting the infrastructure for accelerating housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT by transforming current corridor-wide or area-wide housing policies, site planning, financial models, predevelopment and development processes, and homeownership patterns in a significant and quantifiable manner. Significant beneficial impacts must lead to substantial changes in land use patterns and travel behaviors.

In demonstrating significant beneficial impacts, applicants may consider rates of change (e.g., percent increase over a baseline), the magnitude of impact relative to variables or targets, the proportion of need achieved, and the impact relative to past trends, policies, and practices. Variables or targets may include but are not limited to benefitting households by income group; Regional Housing Needs Assessment; housing units (new construction, preservation/conservation, and rehabilitation); density; infrastructure; infrastructure capacity and accessibility; public space; community amenities; investments; Vehicle Miles Traveled reduction goals or targets; regional or local equity policies and programs included in an adopted RTP/SCS; and GHG reduction goals or targets.

4.1.1 Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability (15-points)

In all responses below, include information about how the project connects to and implements the Housing Supportive Infrastructure Key Connection in the Connect SoCal SCS (see Section 2.3 for more information and a link to the Connect SoCal Plan).

A. In your response describe how the project accelerates infill development that facilitates housing supply (5-points). Describe how the project will increase the capacity to achieve housing units. This can be described as, but is not limited to, increased unit capacity in existing and newly zoned residential/mixed-use areas, permitting process improvements and standardizations, and other means of increasing the ability to deliver new housing. In your response, address how the project supports achieving the RHNA. [500-word limit]

B. In your response describe how the project accelerates infill development that facilitates housing choice (5-points). Describe how the project will expand the types of housing possible. This can include, but is not limited to, increasing the ability to achieve housing types not common but for which there is an identified need in the community. Some examples of housing types include 2–4-unit properties, townhomes, limited-equity and shared equity co-operatives, and mid- and large-scale apartments and condominium projects. In your response, address how the project supports achieving the jurisdiction’s 6th cycle RHNA allocation. [500-word limit]

C. In your response describe how the project accelerates infill development that facilitates housing affordability (5-points). Describe how the project will increase the range of rental and sales price points for housing with an emphasis on assuring lasting affordability for housing at extremely low, very low, low, and moderate ranges. In your response, address how the project supports achieving the jurisdiction’s 6th cycle RHNA allocation. [500-word limit]

4.1.2 Affirmatively Further Fair Housing (AFFH) (5 points)

In your response describe how the proposed project combats discrimination, overcomes patterns of segregation, and fosters equitable and inclusive communities. Please include meaningful actions that address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with integrated and balanced living patterns, and transforming racially and ethnically concentrated areas of poverty into areas of opportunity. [500-word limit]

4.1.3 Reduce Vehicle Miles Travelled (5-points)

In your response describe how the proposed project promotes development that reduces vehicle miles travelled and aligns housing production in infill locations consistent with the SCS (Refer to Section 2.3 for information and a link to the Connect SoCal Plan) and the state’s climate targets and goals discussed in the California AB32 Climate Change Scoping Plan (<https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>) [500-word limit]

Points	Measure
5	Exceptional - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are high.
4	Strong - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are moderate.
3	Suitable – directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
2	Limited – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are low.
1	Weak – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
0	Disqualified – does not meet the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal, and transformative and Significant Beneficial impacts are negligible.

4.2. Equitable Targeted Outreach (10 Points)

The response must attain a point score for this criterion to be considered for funding. A score of less than one (1) disqualifies the application.

4.2.1 Engagement with Disadvantaged and Historically Underserved Communities (5 points)

Describe your organization’s experience engaging Priority Populations defined in the Connect SoCal Plan and Disadvantaged and Historically Underserved Communities pursuant to AB 1550 and SB 535 (see definition in glossary) which include but are not limited to areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment, or areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation. If your organization has limited experience, discuss how your organization can gain experience in completing the project. [500-word limit]

4.2.2 Inclusive, Diverse, and Equitable Engagement (5 points)

Describe the approach for equitable community engagement, and how community organizations and/or community leaders will be engaged early and on an ongoing basis to inform the proposed engagement strategies. In your response describe how members of disadvantaged and historically underserved communities have been or will be engaged throughout the proposed project and how their input will shape the project and outcomes. [500-word limit]

Points	Metric
5	Exceptional – includes an explicit description of how stakeholders will be involved, and specifically from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
4	Strong - includes a description of how applicant will involve stakeholders, and specifically from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
3	Suitable – loosely describes how stakeholders will be involved, including from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.

2	Limited – how stakeholders will be involved is generally described with general details on how affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
1	Weak – engagement is minimal but includes outreach to affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
0	Disqualified – does not include equitable targeted outreach.

4.3. Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness (25 Points)

4.3.1 Existing or Prior Local Policy Commitment (5 points)

Describe how the existing and prior local policy environment supports the project and will accelerate infill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT. To demonstrate the policy environment, describe any plan, policy, ordinance, or program that your agency has completed within the last 10 years that supports the readiness of the proposed project. [500-word limit]

4.3.2 Partnerships or Financial Match (5 points)

Please describe, as applicable, other sources of funding and partnerships invested in the project. For other funding, please include the funding sources and terms. For partnerships, please describe the nature of the partnerships and long-term commitments from the various organizations. In your response, please describe how the project could leverage or act as a catalyst for additional investment. [500-word limit]

4.3.3. Ability to Complete the Project and Cost Effectiveness (15 Points)

Describe how your organization will ensure the project is successfully completed by January 30, 2026, and how cost-effective means will be incorporated.

- A. *Experience completing similar projects.* Describe your organization’s experience completing similar projects. If the proposed project will be completed by an applicant team, describe the experience for each organization on the team. (5 Points) [250-word limit]

- B. *Plan for ensuring project is completed on time and budget.* Please outline your organization’s plan to ensure the project is completed on time and on budget. In your response, please discuss how your organization or applicant team will address timing delays or cost overruns. (5 Points) [250-word limit]

- C. *Cost Effectiveness.* Please describe the approach for ensuring cost effective uses of the funding requested. Please refer to the scope and budget when discussing how the proposal best utilizes the funding to achieve desired outcomes. Your response should correspond to the information provided in the budget & timeline, scope and deliverables, and outcomes and metrics. (5 Points) [250-word limit]

Points	Metric
5	Exceptional - Clearly demonstrates extensive local policy, community support, and/or financial investments. Applicant has extensive experience and approach for ensuring the project will be completed successfully. Clearly demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
4	Strong - Clearly demonstrates an amount of policy, partnerships, and/or financial investments. Applicant has experience and approach for ensuring the proposed project is completed successfully demonstrating ability to complete the project in the REAP 2.0 timeframe and for funding requested.
3	Suitable - Demonstrates a commitment to policy, partnership, or financial support. Applicant has experience and reasonably demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.

2	Limited - Demonstrates a commitment to policy, partnership, or financial support. Demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
1	Weak – Includes possible partnerships, supporting policies, and options for building local capacity. Uncertain about ability to complete the project in the REAP 2.0 timeframe and for funding requested.
0	No evidence – lacks partnerships, policy match, or local capacity. Uncertain about ability to complete the project in the REAP 2.0 timeframe and for funding requested.

4.4. Prioritize Disadvantaged Communities (10 Points)

4.4.1 Disadvantaged and Historically Underserved Communities (5 points)

Identify the targeted Disadvantaged and Historically Underserved Communities the project will serve. These communities should correspond to the map provided as an attachment to this application (See Section 1.1. Checklist) [include link to instructions for completing and saving a map for the project]. A project can be located within and/or outside of Disadvantaged and Historically Underserved Communities, however the project must clearly support the Disadvantaged and Historically Underserved Community members.

Please reference Section 3.2.4 of the PATH Guidelines to view definitions for these communities as identified by the REAP 2.0 Guidelines. List all Census Tract data below:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0): _____
- SCAG Communities of Concern: _____
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities): _____
- AB 1550 Communities: _____

4.4.2 Addressing Historic/Current Inequities and Disadvantaged Community Benefits (5 points)

Describe the proposed project and how it benefits Disadvantaged and Historically Underserved Communities, and how it will address and repair historic and/or current inequities related to housing security, including housing affordability and reducing displacement and/or expanding access to higher resourced communities. In your response, describe how the project would support equity priority communities in the SCS (See Section 2.3 for information and link). [500-word limit]

Points	Metric
5	Exceptional – will produce tangible benefits for disadvantaged communities, repair historic and/or current inequities related to housing affordability and reduce displacement.
4	Strong – will support disadvantaged communities, improve housing affordability, and reduce displacement.
3	Suitable - will loosely support disadvantaged communities, improve housing affordability, and reduce displacement.
2	Limited – includes some support for disadvantaged communities, minimal improvement in housing affordability or reducing displacement.
1	Weak – indirectly supports disadvantaged communities and does not improve housing affordability or reduce displacement.
0	No evidence - the project does not support disadvantaged communities or has potential to negatively affect housing affordability or increase displacement without providing acceptable mitigation.

4.5. Contributes to Regional Transformative Change (10 Points)

In your responses below, describe how the project achieves regional goals with an emphasis on innovations advancing and expanding the conditions necessary to scale housing supply, choice, and affordability to meet the 6th Cycle RHNA, implement SCAG’s 2020 adopted Connect SoCal, and meet community needs for housing across the Southern California region. Proposals within similar built environments will be evaluated against one another to ensure projects selected reflect the geographic diversity of the SCAG region.

4.5.1 Transformative Approaches to Scale Housing Supply (5 Points)

Describe how the project incorporates transformative approaches to advance and expand the conditions necessary to scale housing supply, choice, and affordability locally, and in relation to the Southern California region. [500-word limit]

4.5.2 Regional Impact and Applicability (5 Points)

Describe the geographic impact of the project, how it implements SCS strategies for reducing Greenhouse Gas (GhG) and Vehicle Miles Traveled (VMT) including focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting sustainability policies, and promoting a green region. Also describe how it can be applied in similarly built contexts across the SCAG region. In your response, describe how the project’s impact on reducing GhG and VMT extends beyond the immediate project area to beneficially impact the region. [500-word limit]

Points	Metric
5	Exceptional – Implements the SCS, uses innovative approaches, can be applied in similarly built contexts.
4	Strong – Implements the SCS, uses innovative approaches, might be possible to apply in similarly built contexts.
3	Suitable – Implements the SCS, approaches are somewhat innovative, might be possible to apply in similarly built contexts.
2	Limited – Implements the SCS, approaches are somewhat innovative, most likely not possible to apply in similarly built contexts.
1	Weak – Implements the SCS, approaches are not innovative, most likely not possible to apply in similarly built contexts.
0	No Evidence – does not implement the SCS or incorporate innovative approaches, most likely not possible to apply in similarly built contexts.

...



REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Funding Application

March 2023

Jacob Noonan, Housing Program Manager, SCAG

WWW.SCAG.CA.GOV

March 2, 2023, Regional Council - PATH Program Application

Recommendation

Recommend that the Regional Council:

- Approve the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program application template, including the application requirements, scoring methodology, and selection process;
- Authorize staff to release the calls for applications upon approval of SCAG's full Regional Early Action Planning Grant (REAP 2.0) application by the State Partners; and,
- Authorize the SCAG Executive Director or his designee to revise the application as needed for compliance with the REAP 2.0 program and/or feedback from the State Partners and to enter into agreements with awarded entities under the programs and execute all documents incident to the agreements, including issuance of conditional award letters.

SCAG REAP 2.0 Program Framework - Overview

\$246 million = SCAG's region's formula share

Obligated by June 2024

Expended by June 2026



- Subregional Partnership Program 2.0 (Housing Element Support)
- Sustainable Communities Program (SCP)
- Local Information Services
- Regional Data Platform

- County Transportation Commission Partnership Program
- Regional Pilot Initiatives Program

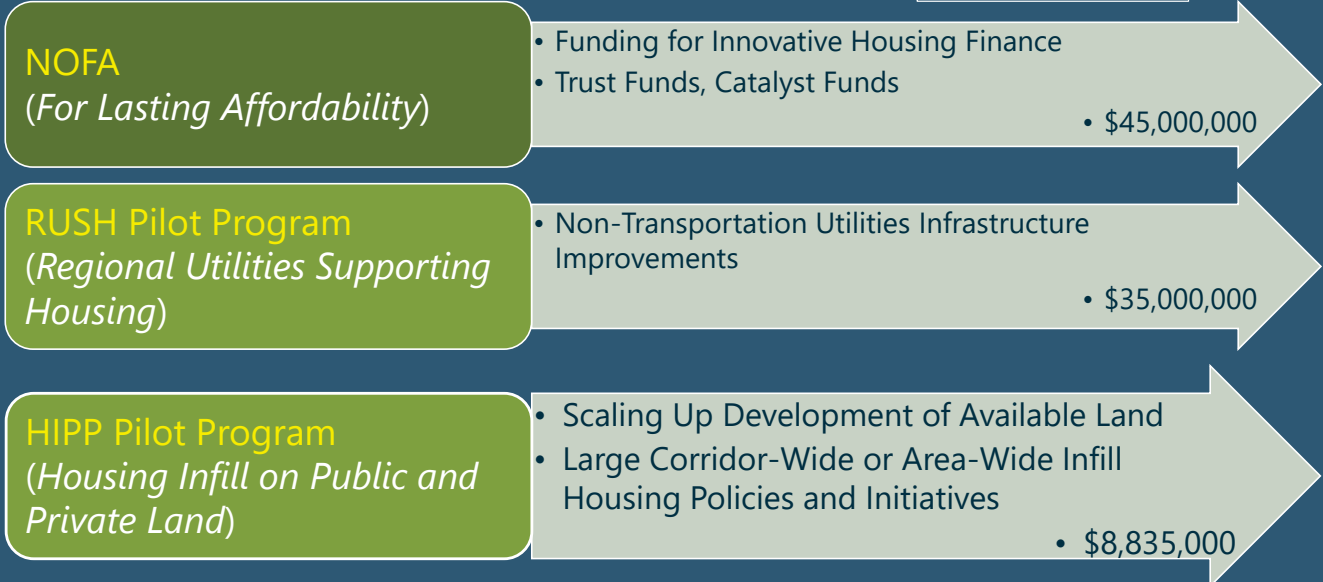
- NOFA
- HIPP Pilot Program
- RUSH Pilot Program

"Transformative Planning and Implementation Activities"

- Accelerating infill development that Facilitates Housing Supply, Choice, and Affordability
- Affirmatively Further Fair Housing
- Reduce Vehicle Miles Travelled

PATH Program Funding Areas

\$88,835,000



Submittal Check List

- Responses must be signed by authorized representative
- All sections fully completed
- All attachments included

Application

- Section 1. Signature & Terms
- Section 2. Minimum Requirements
- Section 3. General Information
- Section 4. Evaluation Criteria

Attachments

- Outcomes and Metrics
- Budget and Timeline
- Scope and Deliverables
- Project Area Maps

Selection Process

- Selection panel will use five-point scale
- A score less than one for either Criteria 1 or 2 disqualifies an application
- Technical assistance available!

	Evaluation Criteria	Points Possible	Weight	% of Total
1	Lead to a Transformative Significant Beneficial Impact	25		45%
1.1	Accelerate Infill Development that facilitates Housing supply, Choice, and Affordability	15	1	15
1.2	Affirmatively Further Fair Housing (AFFH)	5	3	15
1.3	Reduce Vehicle Miles Travelled	5	3	15
2	Equitable Targeted Outreach	10		10%
2.1	Engagement with Disadvantaged and Historically Underserved Communities	5	1	5
2.2	Inclusive, Diverse & Equitable Engagement	5	1	5
3	Leverage Partnerships, Policy Match, Building Local Capacity, Etc.	25		25%
3.1	Existing or Prior Local Policy Commitment	5	1	5
3.2	Partnerships or Financial Match	5	1	5
3.3	Ability to Complete the Project and Cost Effectiveness	15	1	15
4	Prioritize Disadvantaged Communities	10		10%
4.1	Disadvantaged and Historically Underserved Communities	5	1	5
4.2	Addressing Historic/Current Inequities and Disadvantaged Community Benefits	5	1	5
5	Contributes to Regional Transformative Change	10		10%
5.1	Transformative Approaches to Scale Housing Supply	5	1	5
5.2	Regional Impact and Applicability	5	1	5
	Total	80		100%

Engagement

- Draft Application Released in January
- Email notices sent to "housing" interest list and those who participated in past events
- Presented to CEHD Committee February 2
- Hosted Listening Session February 7
- Presented at February Planning Director meetings

Feedback Received

- Public comments received during listening session and prior to the writing of the report
- State Partner Feedback
 - Incorporated in the application
 - Added check boxes
 - Reduced narrative responses
 - Increased scoring for threshold criteria
 - Increased connection with the SCS

Releasing the Calls

Each Call Opened Separately	April 2023 (Anticipated)
Responses Due	45 days
Completeness review	Late May - Early June
Final Scores Determined	Mid-Summer
Conditional Awards Issued	60 days of response due date
Regional Council Considers Funding Awards	September

Program Milestones



Recommendation

Recommend that the Regional Council:

- Approve the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program application template, including the application requirements, scoring methodology, and selection process;
- Authorize staff to release the calls for applications upon approval of SCAG's full Regional Early Action Planning Grant (REAP 2.0) application by the State Partners; and,
- Authorize the SCAG Executive Director or his designee to revise the application as needed for compliance with the REAP 2.0 program and/or feedback from the State Partners and to enter into agreements with awarded entities under the programs and execute all documents incident to the agreements, including issuance of conditional award letters.



THANK YOU

For more information, visit:

<https://scag.ca.gov/reap2021>

Jacob Noonan, Housing Program Manager
Email: noonan@scag.ca.gov



AGENDA ITEM 7 REPORT

Southern California Association of Governments
March 2, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Anikka Van Eyl, Associate Regional Planner
(213) 630-1452, vaneyl@scag.ca.gov

Subject: Approval of Guidelines and Authorization to Release the Call for
Fellowship Providers

RECOMMENDED ACTION:

Recommend approval of the Call for Fellowship Provider Guidelines and authorize staff to release the Call for Fellowship Providers, upon approval of SCAG’s full Regional Early Action Planning Grant (REAP 2.0) application by the State Partners. Authorize the SCAG Executive Director or his designee to revise the Guidelines as needed for compliance with the REAP 2.0 program and/or feedback from the State Partners, and to enter into agreements with awarded fellowship providers under this program and execute all documents incident to the agreements, including issuance of conditional award letters.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

EXECUTIVE SUMMARY:

SCAG has been a strong supporter of critical fellowship programs across the region that work with SCAG, local jurisdictions, and other partners to address complex problems facing the region. SCAG will release a Call for Fellowship Providers to establish a list of approved Fellowship Providers who would be eligible for grants, as funding becomes available, with experience in SCAG’s program areas. Fellowships will be funded by a variety of grant sources including the State of California (State) Regional Early Action Planning Grant Program (REAP 2.0) and Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017. SCAG anticipates releasing the Call for Fellowship Providers upon securing approval and authorization from the Regional Council and State Partners.

BACKGROUND:

Since 2015, SCAG has partnered with different fellowship providers to deploy nearly 280 fellows seeking to enhance their experience and education on relevant and timely planning issues facing Southern California. Prior fellowships such as Civic Sparks and the Randall Lewis Health & Policy Fellows have been funded through CivicWell and Partners for Better Health. Fellows come from

over 16 universities and are seeking to establish a career in and studying or bring professional experience in the areas of urban planning, public administration, public policy, data science, health administration, business, public health, or related areas of study. The fellowship programs help prepare the fellows for a future in the public sector.

CALL FOR FELLOWSHIP PROVIDERS

This Call for Fellowship Providers will provide grants, as funding becomes available, to approved Fellowship Providers that will place students from local universities and/or professionals seeking to work on regional planning issues, expand their experience base, and contribute to the realization of Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Fellows will be seeking to establish a career in and studying or bring professional experience in the areas of urban planning, public administration, public policy, data science, health administration, business, public health, or related areas of study. The fellowship programs will help prepare the fellows for a future in the public sector.

SCAG is looking to establish a list of approved Fellowship Providers who would be eligible for grants, as funding becomes available, with experience in the following program areas:

- Climate Adaptation/Mitigation
- Economic Development
- Equity
- Housing
- Land Use
- Mobility
- Public Health
- Resilience
- Resource Conservation
- Sustainability
- Transportation

Fellowship providers may be public, private, nonprofit, or Tribal Governmental entities. Grants will be provided as funding opportunities become available and in alignment with the core goals and objectives of the grant funding source. Grants will be provided as funding opportunities become available and in alignment with the core goals and objectives of the grant funding source. It is estimated that grant terms will extend between 9 to 24 months. This Call establishes the goals and objectives of this program and the evaluation criteria that SCAG will utilize to create a list of approved Fellowship Providers who will be eligible to receive grant funding from SCAG, as funding becomes available.

FUNDING SOURCES

Fellowships will be funded by a variety of grant sources. Potential funding sources include the State of California (State) Regional Early Action Planning Grant Program (REAP 2.0) and Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017. To align with the REAP 2.0 funding priorities, fellowships funded through REAP 2.0 must advance implementation of the region's Sustainable Communities Strategy (SCS) and support transformative planning activities. REAP 2.0 explicitly aims to meet three key objectives – accelerate infill development, reduce Vehicle Miles Traveled (VMT), and support Affirmatively Furthering Fair Housing (AFFH). SB1 supports the implementation of the RTP/SCS and supports greenhouse gas (GHG) emissions reductions. Fellowship providers and fellowships funded by SB1 must have a transportation nexus and are expected to directly benefit the multi-modal transportation system. Fellowships must also include an integrated approach to land use and transportation planning, and further a coordinated approach to planning.

EVALUATION CRITERIA

The following evaluation criteria will be used to establish the list of approved Fellowship Providers who will be eligible for grant funding. The evaluation criteria will focus on four main categories:

- Fellowship Provider Experience
- Fellowship Alignment with Program Objectives
- Fellowship Administration
 - Demonstratable experience working with government agencies
 - Demonstratable experience as a Fellowship Provider working with federal and state grant funds and related invoicing and reporting requirements.

Each application will be evaluated on a 5-point scale to establish a list of approved fellowship providers. Successful submittal of an application for this Call for Fellowship Providers and being placed on the list of approved Fellowship Providers does not guarantee grant funds or any other funding sources.

TIMELINE AND NEXT STEPS

Pending approval and authority to release the Call for Fellowship Providers from Regional Council and State partners, SCAG anticipates opening the Call for Fellowship Providers in the spring of 2023 and awarding grants as funding becomes available.

FISCAL IMPACT:

There is no immediate fiscal impact as a result of the recommended actions. Funding for the REAP 2.0 work program is available in the FY 2023-24 Overall Work Program (OWP) budget (305.4927.01: REAP 2.0 – Early Program Initiatives). SB1 funding for this program will be included in the FY2024/2025 budget.

ATTACHMENT(S):

1. Call for Fellowship Providers Guidelines and Application
-

Southern California Association of Governments

2023 – 2027 Call for Fellowship Providers

PROGRAM GUIDELINES

The Southern California Association of Governments (SCAG) is seeking to provide grants to Fellowship Providers, through this Call for Applications, to leverage and support its efforts and those of its partners in the SCAG region. Through this Call, SCAG seeks to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make meaningful positive impact in the SCAG region.

BACKGROUND

SCAG is a federally designated Metropolitan Planning Organization (MPO) for Southern California and under state law is a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities covering more than 38,000 square miles. SCAG develops long-range regional transportation plans, including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans.

SCAG has been a strong supporter of critical fellowship programs across the region that work with SCAG, local jurisdictions, and other partners to address complex problems facing the region. Since 2015, SCAG has partnered with different fellowship providers to deploy nearly 280 fellows seeking to enhance their experience and education on relevant and timely planning issues facing Southern California.

This Call for Fellowship Providers will provide grants, as funding becomes available, to approved Fellowship Providers that will place students from local universities and/or professionals seeking to work on regional planning issues, expand their experience base, and contribute to the realization of [Connect SoCal](#), SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Fellows will ideally be seeking to establish a career in and studying or bring professional experience in the areas of urban planning, public administration, public policy, data science, health administration, business, public health, or related areas of study. The fellowship programs will help prepare the fellows for a future in the public sector.

SCAG PROGRAM AREAS

SCAG is looking to establish a list of approved Fellowship Providers who would be eligible for grants, as funding becomes available, with experience in the following program areas:

- Climate Adaptation/Mitigation
- Economic Development
- Equity
- Housing

- Land Use
- Mobility
- Public Health
- Resilience
- Resource Conservation
- Sustainability
- Transportation

Fellowship providers may be public, private, nonprofit, or Tribal Governmental entities. Grants will be provided as funding opportunities become available and in alignment with the core goals and objectives of the grant funding source. Individual fellowships offered as a result of this Call will occur during an established grant term that will align with the grant funding source. It is estimated that grant terms will extend between 9 to 24 months. This Call establishes the goals and objectives of this program and the evaluation criteria that SCAG will utilize to create a list of approved Fellowship Providers who will be eligible to receive grant funding from SCAG, as funding becomes available.

PROGRAM FUNDING

Fellowships will be funded by a variety of grant sources. Potential funding sources include the State of California (State) Regional Early Action Planning Grant Program (REAP 2.0) and Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017.

REAP 2.0 Funding

REAP 2.0 funds transformative planning and implementation activities that meet housing and equity goals, reduce vehicle miles traveled (VMT), and advance implementation of the region's Sustainable Communities Strategy (SCS). REAP 2.0 is explicitly intended to meet multiple objectives:

- Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
- Affirmatively Further Fair Housing; and
- Reduce Vehicle Miles Traveled.

Any fellowship provider that is funded by REAP 2.0, must meet the funding objectives established by REAP 2.0 such as be located in an infill area and align with the above three objectives.

SB1 Funding

SB1 grant funding supports the implementation of the Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) and supports greenhouse gas (GHG) emissions reductions. Fellowship providers and fellowship funded by SB1 must have a transportation nexus and are expected to directly benefit the multi-modal transportation system. Additionally, fellowships funded by SB1 shall support and advance the following objectives:

- sustainability,

- accessibility,
- safety,
- preservation,
- innovation,
- economic vitality,
- public health, and
- social equity, and
- provide other important community benefits.

Those funded shall also include an integrated approach to land use and transportation planning, and further a coordinated approach to planning. Given the inclusion of SB1 funds, any city and county who receives SB1 funds is required to have a housing element in substantial compliance with the State housing element law and must submit updated housing element Annual Progress Reports at the time of award notice.

CALL FOR FELLOWSHIP PROVIDERS OVERVIEW

SCAG seeks to provide grants to Fellowship Providers, as funding becomes available, with experience in the program areas described above to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make meaningful positive impact in the SCAG region.

As part the application process, SCAG will solicit information around the fellowship program, including:

- a. Brief description of the organization.
- b. The process for identifying, selecting, and matching the program and fellow recipients.
- c. The program’s commitment to justice, equity, diversity, and inclusion throughout the matching program and fellow selection process.
- d. The number of hours and overall duration required of each fellow to successfully complete the program.
- e. The estimated stipend for each fellow, the administrative costs associated with each fellow, and any other costs associated with the program.
- f. The cost of participating in your fellowship program and any matching costs from your organization or other partners.
- g. The timeline for each fellowship cycle, including the schedule for recruitment.
- h. Deliverables required from the fellow and fellowship recipient throughout the program and at the conclusion.
- i. Please list and describe any other requirements associated with the fellowship and any restricted activities.

EVALUATION CRITERIA

The following evaluation criteria will be used to establish the list of approved Fellowship Providers who will be eligible for grant funding. Responses to this Call for Fellowship Providers will be evaluated based on the following criteria:

1. **Fellowship Provider Experience**

Demonstrable experience as a Fellowship Provider in the SCAG region creating opportunities for early-career and mid-career fellows to gain experience and proficiency in public service. [5 points maximum]

2. **Fellowship Alignment with Program Objectives**

Demonstrable experience providing services and support in alignment with SCAG's program areas and the REAP 2 and SB1 objectives. [5 points maximum]

3. **Fellowship Administration**

Demonstrable experience in administering fellowships.

A. Demonstrable experience working with governmental agencies. Please include references. [5 points maximum]

B. Demonstrable experience as a Fellowship Provider working with federal and state grant funds and related invoicing and reporting requirements. [5 points maximum]

Successful submittal of an application for this Call for Fellowship Providers and being placed on the list of approved Fellowship Providers does not guarantee grant funds or any other funding sources.

Grants will be awarded as funding is identified in alignment with the goals, objectives, and eligible activities within the funding source. As grant funds are identified, approved Fellowship Providers with expertise in the applicable program area will be contacted to confirm availability, capacity, and interest in the grant and alignment with SCAG's goals and the funding criteria.

REIMBURSEMENT

All Grantees will enter into a Memorandum of Understanding (MOU) with SCAG and must submit invoices and progress reports to SCAG monthly to receive reimbursement. Additional project reporting may be required based on the funding source. Invoices must follow the requirements set forth in the MOU and SCAG's regular invoicing procedures and must comply with applicable state and/or federal requirements.

After the MOU is executed, the Grantee may submit invoices to SCAG for reimbursement for eligible activities as specified in the signed MOU. Expenditure reimbursement requires prior authorization of eligible projects and activities.

SCAG will only reimburse for costs as specified in the signed MOU with the awarded Grantee selected to perform the work. No costs will be reimbursed prior to the MOU execution.

REPORTING REQUIREMENTS

Consistent with SCAG’s Overall Work Program reporting procedures and Subrecipient Monitoring Policies and Procedures, the awarded Grantee will be required to provide progress reports and itemized invoices to track progress through the term of the MOU. Progress will be measured according to the tasks, deliverables, costs, and timeline. In addition, Grantees funded by REAP 2.0 program will be required to provide data on SCAG-defined metrics through June 30, 2026. Metrics will be developed with the Grantee as part of the progress reporting process.

Please respond to this Request for Qualifications by [MONTH, XX], 2023 to the Southern California Association of Governments.

For more information, please contact Anikka Van Eyl, Associate Regional Planner, at vaneyl@scag.ca.gov.

CALL FOR FELLOWSHIP PROVIDERS APPLICATION

Issued: [TBD]

Submit completed applications along with all required attachments to: vaneyl@scag.ca.gov

Responses due by 5:00 p.m. on [MONTH, DAY], 2023.

Submit questions or request additional information by email with "Call for Fellowship Providers" in the subject line to Anikka Van Eyl, Associate Regional Planner, vaneyl@scag.ca.gov.

Note: Successful submittal of an application for this Call for Fellowship Providers and being placed on the list of approved Fellowship Providers does not guarantee grant funds or any other funding sources. Funding sources and objectives are subject to change depending on the availability of funds.

APPLICATION INSTRUCTIONS

To be considered for the list of approved Fellowship Providers and potential grant funding, the fellowship provider must be eligible and file a completed application with all required attachments before the close of the call for applications.

SCORING RUBRIC

Scoring Criteria		Points
General Information and Fellowship Program Overview		Not scored
1	Fellowship Provider Experience	5
2	Fellowship Alignment with Program Objectives	10
3	Fellowship Administration	10
3.1	Experience working with government agencies	
3.2	Experience working with federal and state funding	
Total Points		20

[Required but not scored]

GENERAL INFORMATION

Organization Information

Organization Name:
Organization Address:
City:
State:
County:
Service Area:

Contact Information

Primary Contact Name:
Title:
Department:
Email:
Phone Number:

Brief Description of Organization or Mission Statement:

Primary Services provided:

Areas of specialty:

Fellowship Details

This Call for Fellowship Providers is seeking applications from organizations that coordinate an existing, established fellowship program. In the following section, please describe your organization's existing fellowship program in more detail.

Fellowship Program Overview

1. Please provide a brief overview of the fellowship program and its history. Please describe the types of organizations that have received fellows in the past and provide examples.
2. Please describe the process for identifying, selecting, and matching the program and fellow recipients.
3. Please describe the timeline for each fellowship cycle, including the schedule for fellow and site recruitment and selection, fellow and site matching, and evaluation.
4. Please describe how the program considers justice, equity, diversity, and inclusion throughout the matching program and fellow selection process.

Fellowship Structure

5. Average number of fellows placed annually:
6. Term length and total number of hours required of each fellow to successfully complete the program:

7. Please describe the deliverables required from the fellow and fellowship recipient throughout the program and at the conclusion of the fellowship.
8. Estimated stipend for each fellow:

Budget and Cost Estimates

9. Please describe the administrative costs associated with each fellow and any other costs associated with the program.
10. Please describe the cost of participating in your fellowship program and any matching costs from your organization or other partners.
11. Please list and describe any other requirements associated with the fellowship and restricted activities.

[Required and scored]

APPLICATION

1. **Fellowship Provider Experience** [5 points maximum]
 Please describe your organization’s experience as a Fellowship Provider in the SCAG region and the goals and outcomes of the fellowship program. Describe how the fellowship program has developed opportunities for early-career and mid-career fellows to gain experience and proficiency in public service.

Points	Fellowship Provider Experience	Score
5 Points	Applicant presents excellent experience as a fellowship provider in the SCAG region, clearly identifies goals and measurable outcomes of fellowship program, and clearly describes how fellows gain tangible experience and proficiency and excellence in public service. Demonstrates provider’s readiness by describing two or more (2+) examples of existing efforts such as prior fellows’ experience or site placements completed or in progress to support the fellowship program.	For Reviewer Only
4 Points	Applicant presents strong experience as a fellowship provider in the SCAG region, somewhat identifies goals and outcomes of fellowship program, and describes how fellows gain tangible experience and proficiency in public service. Demonstrates provider’s readiness by describing two or more (2+) examples of existing efforts such as prior fellows’ experience or site placements completed or in progress to support the fellowship program.	For Reviewer Only
3 Points	Applicant presents suitable experience as a fellowship provider in the SCAG region, somewhat identifies goals and outcomes of fellowship program, and an adequate description of how fellows gain experience and proficiency in public service. Demonstrates provider’s readiness by describing one or more (1+) examples of	For Reviewer Only

	existing efforts such as prior fellows’ experience or site placements completed or in progress to support the fellowship program.	
2 Points	Applicant presents limited experience as a fellowship provider in the SCAG region, does not adequately identify goals and outcomes of fellowship program, and does not adequately how fellows gain experience and proficiency in public service. Demonstrates provider’s readiness by describing one or more (1+) examples of existing efforts such as prior fellows’ experience or site placements completed or in progress to support the fellowship program.	For Reviewer Only
1 Point	Applicant presents weak or no experience as a fellowship provider in the SCAG region, and does not adequately identify goals and outcomes of fellowship program or how fellows gain experience and proficiency in public service. Demonstrates provider’s readiness by describing zero (0) examples of existing efforts such as prior fellows’ experience or site placements completed or in progress to support the fellowship program.	For Reviewer Only

2. **Fellowship Alignment with Program Objectives** [5 points maximum]

Please describe your organization’s experience providing services and support in alignment with SCAG’s program areas including: climate adaptation/mitigation, economic development, equity, housing, land use, mobility, public health, resilience, resource conservation, sustainability, and transportation.

Describe how the fellowship program directly addresses at least one (1) of the following funding objectives established by REAP 2.0 and SB1 funding.

- Accelerate infill development that facilitates housing supply, choice, and affordability
- [Affirmatively further fair housing \(AFFH\)](#)
- Reduce vehicle miles traveled (VMT)
- Reduce greenhouse gas emissions
- Support implementation of SCAG’s adopted RTP/SCS, Connect SoCal

Points	Fellowship Alignment with Program Objectives	Score
5 Points	Application presents an excellent description of how the fellowship provider directly addresses three or more (3+) of the REAP 2.0 and SB1 objectives and a detailed description of three or more (3+) of SCAG’s program areas they are currently addressing or plan to address within their fellowship program or organization.	For Reviewer Only
4 Points	Applicant presents a strong description of how the fellowship provider directly addresses two or more (2+) of the REAP 2.0 and SB1 objectives and a description of two or more (2+) of SCAG’s program areas they are currently addressing or plan to address within their fellowship program or organization.	For Reviewer Only

3 Points	Applicant presents a suitable description of how the fellowship provider directly addresses one or more (1+) of the REAP 2 and SB1 objectives and a description of one or more (1+) of SCAG’s program areas they are currently addressing or plan to address within their fellowship program or organization.	For Reviewer Only
2 Points	Applicant presents a limited description of how the fellowship provider directly addresses at least one (1) of the REAP 2 or SB1 objectives and an inadequate description of at least one (1) of SCAG’s program areas they are currently addressing or plan to address within their fellowship program or organization.	For Reviewer Only
1 Point	Applicant presents a weak or does not address how the fellowship provider addresses the funding objectives or SCAG’s program areas.	For Reviewer Only

3. Fellowship Administration

In the following section, please describe your organization’s experience in administering fellowships.

A. Experience working with government agencies [5 points maximum]

Please describe your organization’s experience working with state and federal governmental agencies in the administration of the fellowship program. Please include three (3) references. References can be from government agencies, funders, site placements, or prior fellows who have participated in the fellowship program.

Reference #1

Organization Name:
 Primary Contact Name:
 Title:
 Email:
 Phone Number:

Reference #2

Organization Name:
 Primary Contact Name:
 Title:
 Email:
 Phone Number:

Reference #3

Organization Name:
 Primary Contact Name:
 Title:
 Email:
 Phone Number:

Points	Experience working with government agencies	Score
5 Points	Application includes three (3) references and provides an exceptional description of how the fellowship provider has previously worked with state and/or federal government agencies.	For Reviewer Only
4 Points	Application includes two (2) references and provides a strong description of how the fellowship provider has previously worked with state and/or federal government agencies.	For Reviewer Only
3 Points	Application includes at least one (1) reference and provides a suitable description of how the fellowship provider has previously worked with state and/or federal government agencies.	For Reviewer Only

2 Points	Application includes at least one (1) reference and provides a limited description of how the fellowship provider has previously worked with state and/or federal government agencies.	For Reviewer Only
1 Point	Application does not include any references (0) and provides a limited description of how the fellowship provider has previously worked with state and/or federal government agencies.	For Reviewer Only

B. Experience working with federal and state funding [5 points maximum]

Please describe your experience as a Fellowship Provider working with federal and state grant funds. Please describe how your agency has handled related invoicing and reporting requirements with applicable state and/or federal requirements including tasks, deliverables, costs, and timeline.

Points	Experience working with federal and state grant funds	Score
5 Points	Applicant has exceptional experience working with state and/or federal grant funding. Applicant has strong experience working with related invoicing or reporting requirements.	For Reviewer Only
4 Points	Applicant has strong experience working with state and/or federal funding sources. Applicant has moderate experience working with related invoicing and reporting requirements.	For Reviewer Only
3 Points	Applicant has moderate experience working with state and/or federal funding sources. Applicant may have limited experience working with related invoicing and reporting.	For Reviewer Only
2 Points	Applicant has limited experience working with state and/or federal funding source but applicant has some invoicing and reporting experience with other funding sources.	For Reviewer Only
1 Point	Applicant has weak or no experience working with state and/or federal funding sources and limited or no invoicing and/or reporting experience.	For Reviewer Only



AGENDA ITEM 8
REPORT

Southern California Association of Governments
March 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: SCAG Memberships and Sponsorships

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve up to \$32,500 to renew SCAG memberships with 1) the Southern California Leadership Council (SCLC) (\$20,000), 2) California Contract Cities Association (CCCA) (\$5,000), and to sponsor two CivicWell conferences (\$7,500).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its February 21, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$32,500 to retain membership with 1) the Southern California Leadership Council (SCLC) (\$20,000), 2) California Contract Cities Association (CCCA) (\$5,000), and to sponsor two CivicWell conferences (\$7,500).

BACKGROUND:

Item 1: Southern California Leadership Council (SCLC)
Type: Membership **Amount:** \$20,000

Established in 2005, The Southern California Leadership Council is comprised of business and community leaders from throughout the seven counties of Southern California, including three former California Governors. The SCLC is currently partnered with many business organizations in the SCAG region, including the LA County BizFed, Inland Empire Economic Partnership, LA Area Chamber of Commerce, Orange County Business Council, and the Ventura County Economic Development Association, among others. The SCLC's work and strategic partnerships focus on shaping and solving public policy issues such as business vitality, resources (energy, water, and environment), and transportation (goods and people) that are critical to SCAG and the region's economic vitality and quality of life. The SCLC also co-hosted (with SCAG) the 9th and 10th annual



Southern California Economic Summits. SCAG Executive Director Kome Ajise serves on the SCLC Board, and SCAG Board officers and executive leadership regularly attend and participate in SCLC meetings and other activities.

Item 2: California Contract Cities Association
Type: Membership **Amount:** \$5,000

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

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

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

Item 3: CivicWell (formerly known as Local Government Commission)
Type: Sponsorship **Amount:** \$7,500

CivicWell, formerly known as the Local Government Commission, is a non-profit organization dedicated to building livable communities and local leadership by connecting leaders via innovative programs and network opportunities, advancing policies through participation at the local and state level, and implementing solutions as a technical assistance provider and advisor to local jurisdictions. Because CivicWell hosts many events throughout the year, sponsorships to both the CivicWell Policymakers Conference and California Adaptation Forum were bundled under one invoice for approval.

2023 CivicWell Policymakers Conference

The 31st Annual CivicWell Policymakers Conference will bring together 100+ participants, including California mayors, city council members, county supervisors, city managers, and other high level department heads to discuss the creation of innovative solutions for increasing resiliency and implementing smart-growth strategies in a time of rapid change. The Conference features a timely and inspirational agenda designed to assist California's local elected officials in finding the tools and support needed to implement innovative solutions to address society's most pressing challenges. While this conference is usually hosted at Yosemite National Park, the 2023 Conference will take place March 16-19, 2023 at Pacific Grove, California at the Asilomar Hotel. SCAG staff recommends that the agency sponsor this event at the "Advocate" level (\$5,000), which will provide SCAG with the following benefits:

- 50% off one conference registration for a SCAG representative, which includes hotel and meals.
- Name placement in promotional materials
- Name on the conference website as a sponsor; and
- On-site recognition of our support during the conference.

2023 California Adaptation Forum

The biennial California Adaptation Forum serves as the premier gathering for adaptation leaders and practitioners from across the state and nation. For the 2023 Forum, over 800+ participants will attend over three days to learn, connect, and build mutual support for action to address California's adaptation needs. The 2023 Forum will take place July 31-August 2, 2023, in Pomona, CA. SCAG staff recommends that the agency sponsor this event at the "Supporter" level (\$2,500), which will provide SCAG with the following benefits:

- One (1) complimentary Forum registrations;
- Display space; and
- Logo placement on the CAF website, program, and select newsletters.

PRIOR COMMITTEE ACTION:

Staff presented the sponsorship for up to \$32,500 memberships with 1) the Southern California Leadership Council (SCLC) (\$20,000), 2) California Contract Cities Association (CCCA) (\$5,000), and to sponsor two CivicWell conferences (\$7,500) to the LCMC at its meeting on February 21, 2023. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$12,500 to retain SCAG membership with CCCA and sponsor CivicWell Conferences is included in the approved FY 22-23 General Fund Budget. \$20,000 to retain membership with the SCLC is included in the approved FY 22-23 Indirect Cost Budget.



AGENDA ITEM 9
REPORT

Southern California Association of Governments
March 2, 2023

To: Regional Council (RC)
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: March 2023 State and Federal Legislative Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

STATE

State Legislature Busy at Work

Since convening the 2023-2024 Legislative Session in January, the Legislature has been busy at work developing ideas for legislative measures. The Bill introduction deadline was Friday, February 17, 2023. By that deadline, 1,751 Assembly Bills and 881 Senate Bills were introduced for a grand total of 2,632 bills. There are also six special session bills, three each in the Assembly and Senate.

Transit and Intercity Rail Capital Program

The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants from Transportation Improvement Fee revenues, the Greenhouse Gas Reduction Fund (GGRF), and additional allocations provided by the Legislature. TIRCP funds transformative capital improvements that will modernize California’s intercity, commuter, and urban rail and bus and ferry systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

Governor Gavin Newsom announced awards of more than \$2.5 billion to 16 ongoing public transportation in California on January 31, 2023. The funding targeted existing projects that previously received TIRCP grants and demonstrated that a supplemental state grant would leverage or maintain significant local or federal investment. The rewards were designed to protect existing projects by returning them to full funding status and avoiding putting other committed funds at risk.

The following were recipients within the SCAG region:

- **Inglewood Transit Connector** – City of Inglewood
- **East San Fernando Valley Transit Corridor** – LA Metro
- **OC Streetcar** – Orange County Transportation Authority
- **Diesel Multiple Unit Vehicles to Zero-Emission Vehicle Conversion** – San Bernardino County Transportation Authority
- **West Valley Connector Bus Rapid Transit Southern California Optimized Rail Expansion Project** – Metrolink

In addition to the awards listed above, CalSTA will award another \$1.14 billion to new transit projects and improvements at high-priority intersections where rail lines and public streets meet by the end of April.

SCAG provided 14 support letters for the following projects in the region:

1. **Funding Zero Emission Buses for Fixed Routes, Dial-A-Ride senior transportation, fueling station and charging ports, bus stop improvements, and transit corridor enhancements, including pedestrian enhancements along Lake Avenue** – City of Pasadena
2. **Orange County Central Mobility Loop Application** – Orange County Transportation Authority
3. **Metrolink Double Track Project** – Riverside County Transportation Commission
4. **Big Blue Bus Electric Charging** – Santa Monica Department of Transportation
5. **Thousand Palms, California to provide energy to SunLine’s hydrogen electrolyzer** – SunLine Transit Agency
6. **Santa Ana Grade Separation Project (Santa Ana Boulevard)** – City of Santa Ana
7. **Coastal Rail Corridor Relocation Study** – Orange County Transportation Authority
8. **Los Angeles Metro Light Rail CORE Capacity & System Integration Project** – LA Metro
9. **Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project** – LA Metro
10. **High Desert Connector** – Victor Valley Transit Authority/Antelope Valley Transit Authority
11. **Zero-Emission Transit Buses** – Foothill Transit
12. **Construction of a transit center hub and purchase of zero-emission buses** – City of Simi Valley
13. **Metrolink Locomotive Fuel Efficiency and Maintenance Modernization Study, Pilot, and Implementation Project** – Southern California Regional Rail Authority (SCRRA)
14. **High-Speed Rail Project** – High Desert Corridor Joint Powers Agency

Affordable Housing and Sustainable Communities Program (AHSC)

\$750 million in funding is available through the AHSC program that opened on January 30, 2023. The program is dedicated to housing, transportation, land preservation, and land use projects that reduce greenhouse gas emissions and support compact development. Eligible participants include public localities, developers, school districts, universities, federally recognized Indian Tribes, and local transportation operators, commissions, or planning agencies. SCAG offers support letters for AHSC project applicants, having provided 19 letters in the last cycle. The deadline to submit application materials is at 4:00 pm Pacific time on April 04, 2023. For more information, visit the [California Department of Housing and Community development website](#).

FEDERAL

118th Congress Releases Committee Rosters

The U.S. Senate of the 118th Congress was sworn in on January 3, 2023, and Democrats maintained a slim majority with a net gain of one seat for a 51-49 breakdown. Although Sen. Kyrsten Sinema (I-Ariz.) changed her party affiliation, she still caucuses with Democrats, allowing the party to have a majority without needing a tie-breaker vote from Vice President Kamala Harris. Patty Murray (D-Washington) was elected and sworn in as President Pro Tempore on January 3, 2023. In addition, Charles E. Schumer (D-New York) was elected as the Majority Leader, and Mitch McConnell (R-Kentucky) was elected as the Minority Leader of the Senate. On January 7, 2023 U.S. House of Representatives members were sworn in after electing Rep. Kevin McCarthy (R-Calif.) as House Speaker following numerous rounds of votes. The previous slim Democratic majority now mirrors the current slim Republican majority, 222-213.

After being sworn into the 118th Congress and electing leadership, leaders began organizing congressional committees. After Democrats and Republicans made recommendations, caucuses in each chamber ratified committee rosters for the next two years. Congressman Sam Graves (R-MO) was appointed as the Chairman of the House Transportation and Infrastructure Committee. In addition, SCAG Region members sitting on the Committee include Representatives Doug LaMalfa, Grace Napolitano, Salud Carbajal, John Garamendi, Jared Huffman, Julia Brownley, and Mark DeSaulnier.

U.S. National Blueprint for Transportation Decarbonization

The U.S. National Blueprint for Transportation Decarbonization (Blueprint) was released in January to implement a nationwide collaborative strategy to decarbonize the transportation sector to achieve 2030 and 2050 emission reduction goals. The Blueprint follows principles of bold implementation actions, embracing creative solutions, ensuring safety, equity, and access, increasing collaboration, and establishing U.S. leadership in transportation decarbonization.

Solutions and improvement strategies for different modes of travel covered in the Blueprint include rail, aviation, Light Duty Vehicles, and more. The Blueprint outlines reduction goals and strategies to achieve emission goals, including ensuring 100 percent of federal fleet procurement is zero emission by 2027 and reaching 50 percent of new vehicle sales being zero-emission by 2030.

Safe Streets & Roads For All

The Safe Streets & Roads For All Grant Program (SS4A) was created in the Infrastructure Investment and Jobs Act. SS4A provides \$1 billion annually for cities, counties, and tribal governments to develop vision zero plans in their communities and implement safety projects to prevent death and injury on their local streets and roads. On February 1, 2023, Secretary Pete Buttigieg announced \$800 billion in funding for 510 projects through SS4A. The next round of applications for FY23 is expected to open in April.

Awarded projects in the SCAG region for FY22 include:

Action Plan Grant:

- **City of Colton Citywide Comprehensive Safety Action Plan** - City of Colton
- **City of Costa Mesa Safe Routes to School Action Plan** - City of Costa Mesa
- **City of Fullerton Safe Streets and Roads for All Planning Grant** - City of Fullerton
- **City of Indian Wells Comprehensive Traffic Safety Action Plan** - City of Indian Wells
- **Safe Streets and Roads for All Action Plan Grant for City of Irwindale in California** - City of Irwindale
- **City of La Habra Safe Routes to School Action Plan Development Project** - City of La Habra
- **City of Laguna Beach Citywide Safety Action Plan** - City of Laguna Beach
- **City of Laguna Beach Citywide Safety Action Plan** – City of Laguna Niguel
- **City of Moreno Valley Action Plan** - City of Moreno Valley
- **Palm Desert Vision Zero Strategy** - City of Palm Desert Public Works
- **SS4A Action Plan Grant to support Local Road Safety Plan** - City of Pasadena
- **Action Plan for the City of Rialto in California** - City of Rialto
- **City of Seal Beach Safety Action Plan** - City of Seal Beach
- **Los Angeles Metro Comprehensive Safety Action Plan** - Los Angeles County Metropolitan Transportation Authority
- **Riverside County Action Plan for Unincorporated Communities** - County of Riverside
- **County of Orange Local Road Safety Plan** - County of Orange Department of Public Works
- **Town of Apple Valley Complete Streets Plan** - Town of Apple Valley Implementation Grant
- **La Avenue Complete Streets Project** - City of Los Angeles

Federal Notices of Funding Opportunities (NOFOs) Update

The Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) provide nearly \$2 trillion in total spending over the coming years. Federal agencies have been working to implement



the funding programs contained in these Acts, which include historic levels of investment in transportation grant programs. This gives jurisdictions in the SCAG region the opportunity to apply for funding for their local priorities.

Below is a current list of open NOFOs issued for transportation, housing, broadband, and other SCAG-related competitive programs:

Grant Program	Agency	Due Date
Long-Duration Energy Storage Demonstration Initiative and Joint Program	Office of Clean Energy Demonstrations	3/3/2023
Building Codes Implementation for Efficiency and Resilience	Energy Efficiency and Renewable Energy	3/27/2023
Regional Clean Hydrogen Hubs	Office of Clean Energy Demonstrations	4/7/2023
Low or No Emission (Bus) Grants	Federal Transit Administration	4/13/2023
Bus and Bus Facilities Competitive Grants	Federal Transit Administration	4/13/2023
Federal-State Partnership Program	Federal Railroad Administration	4/21/2023
Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities	Energy Efficiency and Renewable Energy	4/21/2023
Port Infrastructure Development Program	Federal Maritime Administration	4/28/2023

FISCAL IMPACT:

Work associated with the March 2023 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 10
REPORT

Southern California Association of Governments
March 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: Fiscal Year 2021-22 External Financial Audit

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG's external independent auditor, Eide Bailly, LLP, has completed the audit of SCAG's FY 2021-22 financial statements, and the audit results were presented to the Audit Committee on February 22, 2023. Eide Bailly has issued an unmodified opinion on the Annual Comprehensive Financial Report (ACFR) and the Single Audit Report.

BACKGROUND:

SCAG's external independent auditors, Eide Bailly, have completed their audit of SCAG's FY 2021-22 financial statements, and the reaudit results were presented to the Audit Committee on February 22, 2023. The work completed by Eide Bailly included the following:

- Audit of the FY 2021-22 Annual Comprehensive Financial Report (ACFR)
- Report on internal control over financial reporting and on compliance in accordance with Government Auditing Standards
- Audit report on compliance over major federal programs, schedule of expenditures of federal awards, and internal control in accordance with 2 CFR 200 (Single Audit)

Attached is the 2022 SCAG Governance Letter from Eide Bailly. The purpose of the letter is to communicate to those charged with governance the scope of audit procedures performed, significant findings, and other information, such as disagreements with management, audit adjustments, and significant estimates, that are not communicated in the audited financial statements.



Additionally, below are the links to the final audit documents:

SCAG 2022 Final Annual Comprehensive Financial Report

<https://scag.ca.gov/sites/main/files/file-attachments/scag-financial-report-063022.pdf>

SCAG 2022 Final Single Audit Report

<https://scag.ca.gov/sites/main/files/file-attachments/scag-single-audit-report-2022.pdf>

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. SCAG 2022 Final Governance Letter



January 31, 2023

To the Honorable Members of the Regional Council
Southern California Association of Governments

We have audited the financial statements of the Southern California Association of Governments (SCAG) as of and for the year ended June 30, 2022, and have issued our report thereon dated January 31, 2023. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance

As communicated in our letter dated April 21, 2022, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether SCAG complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of SCAG’s major federal programs. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity’s internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of SCAG solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of SCAG’s major federal program compliance, is to express an opinion on the compliance for SCAG’s major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the SCAG’s internal control over compliance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Attachment: SCAG 2022 Final Governance Letter (Fiscal Year 2021-22 External Financial Audit)

We have provided our comments regarding internal controls during our audit in our Independent Auditor’s Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated January 31, 2023. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor’s Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated January 31, 2023.

Planned Scope and Timing of the Audit

The timing of the audit was modified to provide SCAG additional time to complete its year-end accounting close.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

Significant Risks Identified

As stated in our auditor’s report, professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as “significant risks.” We have identified the following as significant risks.

- Revenue recognition
- Management override of controls
- Implementation of Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*

Qualitative Aspects of the Entity’s Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by SCAG is included in Note 1 to the financial statements. As described in Note 1, SCAG changed accounting policies related to accounting for leases to adopt the provisions of GASB Statement No. 87, *Leases*. Accordingly, the accounting change has been retrospectively applied to the financial statements beginning July 1, 2021. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management’s current judgments.

The most sensitive accounting estimates affecting the financial statements are management’s estimates of:

- Amounts related to the net pension liability, related deferred outflows of resources and deferred inflows of resources, pension expense, and disclosures, are based on actuarial valuations for the CalPERS and PARS plans.
- Amounts related to the net other postemployment benefit (OPEB) liability, related deferred outflows and inflows of resources, OPEB expense, and disclosures, are based on an actuarial valuation.

We evaluated the key factors and assumptions used to develop the estimates and determined that they were reasonable in relation to the basic financial statements taken as a whole.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting SCAG’s financial statements relate to:

The disclosures of SCAG’s agent multiple-employer defined benefit pension plan and PARS supplementary retirement plan, net pension liability, and related deferred outflows and inflows of resources, and pension expense in Note 12 to the financial statements. The valuations of the net pension liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used, including but not limited to, the discount rate. As disclosed in Note 12, a 1% increase or decrease in the discount rate has a significant effect on SCAG’s net pension liabilities.

The disclosures related to SCAG’s retiree health program OPEB plan, net OPEB liability, and related deferred outflows and inflows of resources, and OPEB expense, in Note 14 to the financial statements. The valuations of the net OPEB liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used including, but not limited to, the discount rate and healthcare cost trend rates. As disclosed in Note 14, a 1% increase or decrease in the discount rate and healthcare cost trend rates has a significant effect on SCAG’s net OPEB liability.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit.

The following misstatements that we identified as a result of our audit procedures were brought to the attention of, and corrected by, management:

Understatement of fund balance for amounts which should have been reflected as a prepaid asset at June 30, 2021	\$342,815
Understatement of capital assets and net position at June 30, 2021	100,924

The following summarizes uncorrected financial statement misstatements whose effects in the current and prior periods, as determined by management, are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

General Fund:

Unrealized loss on investments	\$102,845
County investment pool fair value	(102,845)

To adjust the investment in the county investment pool to fair value at June 30, 2022.

Governmental Activities:

Interest expense	\$95,980
Interest payable	(95,980)

To accrue interest on the building lease at June 30, 2022.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor’s report. No such disagreements arose during the course of the audit.

Circumstances that Affect the Form and Content of the Auditor’s Report

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor’s report. As described in Note 1 to the financial statements, due to the adoption of GASB Statement No. 87, *Leases*, SCAG restated opening balance as of July 1, 2021. Additionally, the report included an emphasis of matter relating to the correction of errors as disclosed in Note 15. We have included an emphasis of matter in our report regarding this restatement.

Representations Requested from Management

We have requested certain written representations from management which are included in the management representation letter dated January 31, 2023.

Management’s Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with SCAG, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as SCAG’s auditors.

Other Information Included in Annual Reports

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in SCAG’s annual reports, does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

Additionally, in accordance with such standards, we have read the introductory and statistical sections of SCAG’s annual report considered whether such information, or the manner of its presentation, was materially inconsistent with its presentation in the financial statements.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the Members of the Regional Council, and management of SCAG and is not intended to be, and should not be, used by anyone other than these specified parties.



Rancho Cucamonga, California



AGENDA ITEM 11
REPORT

Southern California Association of Governments
March 2, 2023

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

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

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION:
Information Only - No Action Required

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

BACKGROUND:
SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
Pinnacle Business Solutions Inc.	FY23/24 Veeam Software Renewal	\$20,136
Rave Wireless Inc.	FY23 Rave Emergency Alert Renewal	\$9,320
Christine Dzilvelis ,dba Platia Productions	FY23 Western Riverside Council of Governments' AltCar Sponsorship	\$5,000

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

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Vanasse Hangen Brustlin, Inc. (23-028-C01)	The consultant shall develop a formal process for SCAG to implement the findings and results of the recently completed Federal Highway Administration (FHWA) Safety Data and Analysis Technical Assistance Program (SDATAP) efforts. Specifically, the consultant shall develop a	\$142,700



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

<u>Consultant/Contract #</u>	<u>Contract’s Purpose</u>	<u>Contract Amount</u>
2. ICF Incorporated, L.L.C. (23-021-C01)	methodology for incorporating safety elements into SCAG’s scenario planning, particularly when engaging county transportation commissions and other local stakeholders. The consultant shall develop a compendium of potential zero emissions technologies to support the Mobility and Goods Movement Technical Reports for the 2024 Connect SoCal Plan. Further, the consultant shall provide staff with additional support to inform next steps of the Clean Technology Program and incorporate these initiatives where applicable in the 2024 Connect SoCal Plan.	\$99,958

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

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

ATTACHMENT(S):

1. Contract Summary 23-021-C01
2. Contract Summary 23-028-C01

CONSULTANT CONTRACT NO. 23-021-C01

Recommended Consultant:

ICF Incorporated, L.L.C.

Background & Scope of Work:

In April 2020, the Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, meeting federal mandates and setting a vision for the future of transportation in the SCAG region. This plan includes Accelerated Electrification as a Key Connection, which puts forth a holistic and coordinated approach to de-carbonizing or electrifying passenger, transit, and goods movement vehicles.

While the State of California has proactively set a policy to transition to zero-emission transportation, SCAG must take an active role in helping the region achieve this vision. This project will support SCAG in this vision by developing a compendium of applicable technologies and evaluating next steps and strategies for SCAG and the region to take to achieve these goals.

The consultant shall develop a compendium of potential zero emissions technologies to support the Mobility and Goods Movement Technical Reports for the 2024 Connect SoCal Plan. Further, the consultant shall provide staff with additional support to inform next steps of the Clean Technology Program and incorporate these initiatives where applicable in the 2024 Connect SoCal Plan.

Project's Benefits & Key Deliverables:

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

- Developing of Clean Technology Compendium including an Existing Conditions Memorandum;
- Developing Memorandum on criteria for inclusion and key pieces of information to share on selected technologies in compendium;
- Creating a Request for Information, Recipient list, Collection and catalog of vendor submissions; and
- Preparing Final Compendium Report and Executive Summary.

Strategic Plan:

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

Contract Amount:

Total not to exceed **\$99,958**
ICF Incorporated, L.L.C. (prime consultant)

Contract Period:

January 23, 2023 through June 30, 2024

Project Number(s):

115-4912A.01 \$99,958

Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA – PL)

Attachment: Contract Summary 23-021-C01 (Purchase Orders, Contract and Amendments below Regional Council)

Funding of \$99,958 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 115-4912A.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 2,683 firms of the release of RFP 23-021 via SCAG’s Solicitation Management System website. A total of 35 firms downloaded the RFP. SCAG received the following proposal in response to the solicitation:

ICF Incorporated, L.L.C. (no subconsultants) \$99,987

After receiving only one proposal, staff surveyed 34 firms that downloaded the RFP to determine why each did not submit a proposal. Nine (9) firms responded to staff’s inquiry, which disclosed the main reason these firms did not respond was they did not have the required expertise. Note staff advertised the RFP for thirty-five (35) days, seven (7) days more than our normal twenty-eight (28) days. Staff subsequently requested and received Caltrans authorization to proceed evaluating the single offer received.

Selection Process:

The Proposal Review Committee (PRC) evaluated the 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 proposal, the PRC did not conduct an interview because the proposal contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Alison Linder, Senior Regional Planner, SCAG (Project Manager)
Stephen Fox, Senior Regional Planner, SCAG
Camille Guiriba, Senior Regional Planner, SCAG

Basis for Selection:

The PRC recommended ICF Incorporated, L.L.C. for the contract award because the consultant:

- Demonstrated a sound technical approach and proposed work plan is responsive to the project scope. In particular, the consultant illustrated knowledge of various technical resources to support work and described several databased they will use to obtain the needed information. They also offer a good discussion of strategy development that will be supportive to development of Connect SoCal and reflected a creative approach by recommending a Request for Information to solicit vendor input;
- Demonstrated a solid understanding of regional and state existing conditions including background on federal and air district air quality standards, state regulations and requirements, air pollution in the region and knowledge of SCAG’s approach to these challenges as reflected in the RTP and ongoing programs. This will support development of the Existing Conditions Analysis as called for in the Scope of Work; and
- Demonstrated relevant expertise and experience, referencing previous work with regional MPOs and transit agencies on clean fuel technologies such as the Metro Clean Truck Technology Comparative Report and the Paths to Clean Fuels study in San Bernardino County. Further, their previous work covers the multiple modes of interest in this study, medium and heavy duty, passenger and transit.

CONSULTANT CONTRACT NO. 23-028-C01

Recommended Consultant:

Vanasse Hangen Brustlin, Inc.

Background & Scope of Work:

The consultant shall develop a formal process for SCAG to implement the findings and results of the recently completed Federal Highway Administration (FHWA) Safety Data and Analysis Technical Assistance Program (SDATAP) efforts. Specifically, the consultant shall develop a methodology for incorporating safety elements into SCAG’s scenario planning, particularly when engaging county transportation commissions and other local stakeholders.

The first FHWA technical assistance effort developed a suite of models that predict crashes at the Tier II TAZ-level for different travel modes and severities. This work was derived from the recently completed National Cooperative Highway Research Program (NCHRP) 17-81 project. The second FHWA technical assistance effort developed a tentative plan to integrate these crash predictive models into SCAG’s broader scenario planning process. This effort largely reflects the SCAG application for the United States Department of Transportation’s (USDOT) Safety Data Initiative (SDI) grant in 2020.

Project’s Benefits & Key Deliverables:

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

- Developing Interactive Tool for Community Safety Modeling;
- Preparing a Comprehensive User Guide; and
- Providing a Memorandum detailing technical specifications and recommendations for maintaining the tool.

Strategic Plan:

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

Contract Amount:

Total not to exceed **\$142,700**
Vanasse Hangen Brustlin, Inc. (prime consultant)

Note: Vanasse Hangen Brustlin, Inc. originally proposed \$145,295, but staff negotiated the price down to \$142,700 without reducing the scope of work.

Contract Period:

February 6, 2023 through June 30, 2024

Project Number(s):

310-4883B.01 \$25,000

Funding source: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) 5303.

Funding of \$25,000 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 310-4883B.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP):

N/A – Sole Source

Attachment: Contract Summary 23-028-C01 (Purchase Orders, Contract and Amendments below Regional Council)

Selection Process: N/A – Sole Source

Basis for Selection: 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.

In January 2020, SCAG submitted a grant application to FHWA for its Safety Data Initiative Solicitation (federal competitive call for projects). SCAG sought funding for a Macro-Level Crash Prediction Modeling for Community Planning project. SCAG conceived of this project as being handled by one consultant, from beginning to end. After SCAG's \$250,000 grant application was not approved, SCAG then pursued funding from a separate portion of FHWA funds - the Safety Data and Analysis Technical Assistance Program. FHWA subsequently applied funds from its Safety Data and Analysis Technical Assistance Program to SCAG's proposed project (Phase 1), which required the use of Vanasse Hangen Brustlin, Inc. (VHB), a firm FHWA competitively procured. VHB was engaged to perform \$60,000 worth of work towards completing the originally conceived SCAG project (i.e., this was not a cash grant; FWHA provided technical assistance and managed the contract and invoicing). At that time, FWHA contemplated how it could further support SCAG's project, the remaining \$190,000 needed to complete it. FHWA was only able to identify an additional \$30,000 to support the work, leaving a \$160,000 difference from the original anticipated project total. SCAG staff adjusted this number to \$142,700 after negotiating the price down with VHB. This sole source contract with VHB will allow SCAG to complete the Transportation Safety Community Modeling Project. Due to the potential added costs and extended timeline from bringing a consultant unfamiliar with this project, it is prudent to proceed with working with FHWA's existing competitively procured consultant.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
March 2, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: CFO Monthly Report

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

ACCOUNTING:

Membership Dues

As of January 31, 2023, 162 cities, 4 counties, 6 commissions, and 2 tribal governments have paid their FY23 membership dues. This represents 70% of the membership assessment. Final notices to collect unpaid dues were sent on February 7th, and Government Affairs Officers are following-up with phone calls and emails.

Investments

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG has moved all funds invested in the Los Angeles County Investment Pool to our Bank of the West operating account, except for any remaining interest earnings received in August 2022-November 2022. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested \$11M as of January 31, 2023. SCAG has earned \$6,589.51 of interest from funds invested in the Los Angeles County Investment Pool, and \$71,463.98 of interest from funds invested in the Local Agency Investment Fund account as of January 31, 2023.

BUDGET & GRANTS (B&G):

On January 26, 2023, staff submitted a grant renewal application for the Year 3 of the Clean Cities Network Outreach, Education, and Performance Tracking Program to the Department of Energy. SCAG has been the host organization to the Southern California Clean Cities Coalition, and the funding, in the amount of \$110,000, will support data collection and reporting on the state of

alternative fuels in the region, as well as outreach and technical assistance to the stakeholders on clean fuel initiatives.

On January 30, 2023, staff submitted the FY 2022-23 2nd Quarter Overall Work Program (OWP) Progress Report to Caltrans. The expenditures reported for the period of July to December 2022 are approximately \$28.65 million, or 22% of the OWP budget.

Also, in January 2023, staff submitted two grant applications requesting funding in the amounts of \$1.35 million and \$0.89 million, respectively, to the California Office of Traffic Safety (OTS) for the Pedestrian and Bicycle Safety Program. The proposed projects will support a community-driven approach by providing the Go Human resources directly to local partners and developing a web-based transportation safety data and analytical platform.

During February 2023, staff focused on refining and finalizing the FY 2022-23 Draft Comprehensive Budget. The draft budget is being presented to the EAC and RC in March 2023. Staff also worked on analyzing requested budget changes for Amendment 3 to the FY 2022-23 Overall Work Program (OWP) and an amendment to the Indirect Cost Budget. These budget amendments will be presented to the EAC and RC in April 2023.

CONTRACTS

In January 2023, the Contracts Department issued two (2) Requests for Proposal; awarded three (3) contracts; issued two (2) contract amendments; and processed thirty (30) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 202 consultant contracts. Contract staff continued to negotiate better pricing and reduced costs for services. It should be noted that for FY 2023, staff negotiated a total of \$958,182 in savings.