



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

REGIONAL COUNCIL OFFICERS

President
Curt Hagman
County of San Bernardino

First Vice President
Cindy Allen, Long Beach

Second Vice President
Ray Marquez, Chino Hills

Immediate Past President
Art Brown, Buena Park

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Curt Hagman
County of San Bernardino

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

Energy & Environment
Luis Plancarte
County of Imperial

Transportation
Tim Sandoval, Pomona

MEETING NO. 667

REGIONAL COUNCIL

Thursday, September 5, 2024
12:15 p.m. – 2:00 p.m.

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

To Attend In-Person:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

To Watch or View Only:

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

PUBLIC ADVISORY

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1410. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Members of the Public Attending the Meeting

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

Attend by Computer: Click the following link: <https://scag.zoom.us/j/87880987264>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

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

Instructions for Participating and Public Comments

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received by 5pm on Wednesday, September 4, 2024, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, September 4, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Remotely: If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

In-Person: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

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

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

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



RC - Regional Council *Members – September 2024*

1. **Sup. Curt Hagman**
President, San Bernardino County
2. **Hon. Cindy Allen**
1st Vice President, Long Beach, RC District 30
3. **Hon. Ray Marquez**
2nd Vice President, Chino Hills, RC District 10
4. **Hon. Art Brown**
Imm. Past President, Buena Park, RC District 21
5. **Hon. Damon Alexander**
San Bernardino, RC District 7
6. **Hon. Valerie Amezcua**
Santa Ana, RC District 16
7. **Hon. Kathryn Barger**
Los Angeles County
8. **Hon. Karen Bass**
Member-At-Large
9. **Hon. Elizabeth Becerra**
Victorville, RC District 65
10. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
11. **Hon. Gary Boyer**
Glendora, RC District 33
12. **Hon. Drew Boyles**
El Segundo, RC District 40
13. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13
14. **Hon. Margaret Clark**
Rosemead, RC District 32
15. **Hon. Jenny Crosswhite**
Santa Paula, RC District 47

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

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- 32. Hon. Heather Hutt**
Los Angeles, RC District 57
- 33. Hon. Mike Judge**
VCTC Representative
- 34. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 35. Hon. Trish Kelley**
TCA Representative
- 36. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 37. Hon. Tammy Kim**
Irvine, RC District 14
- 38. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 39. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 40. Hon. Linda Krupa**
Hemet, RC District 3
- 41. Hon. Andrew Lara**
Pico Rivera, RC District 31
- 42. Hon. John Lee**
Los Angeles, RC District 59
- 43. Hon. Carlos Leon**
Anaheim, RC District 19
- 44. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 45. Hon. Vianey Lopez**
Ventura County
- 46. Hon. Clint Lorimore**
Eastvale, RC District 4
- 47. Hon. Ken Mann**
Lancaster, RC District 43

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- 48. Hon. Steve Manos**
Lake Elsinore, RC District 63

- 49. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative

- 50. Hon. Larry McCallon**
Air District Representative

- 51. Hon. Casey McKeon**
Huntington Beach, RC District 64

- 52. Hon. Tim McOsker**
Los Angeles, RC District 62

- 53. Hon. Lauren Meister**
West Hollywood, RC District 41

- 54. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9

- 55. Hon. Marisela Nava**
Perris, RC District 69

- 56. Hon. Frank Navarro**
Colton, RC District 6

- 57. Hon. Imelda Padilla**
Los Angeles, RC District 53

- 58. Hon. Traci Park**
Los Angeles, RC District 58

- 59. Hon. Nikki Perez**
Burbank, District 42

- 60. Sup. Luis Plancarte**
Imperial County

- 61. Hon. Curren Price**
Los Angeles, RC District 56

- 62. Hon. Nithya Raman**
Los Angeles, RC District 51

- 63. Hon. Gil Rebollar**
Brawley, RC District 1

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

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- 80. Hon. Alan Wapner**
SBCTA Representative

- 81. Hon. Acquanetta Warren**
Fontana, District 8

- 82. Hon. Thomas Wong**
Monterey Park, District 34

- 83. Hon. Jeff Wood**
Lakewood, RC District 24

- 84. Hon. Katy Yaroslavsky**
Los Angeles, RC District 52

- 85. Hon. Frank A. Yokoyama**
Cerritos, RC District 23

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, September 5, 2024
12:15 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Curt Hagman, President)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CHAIR’S REPORT

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

ACTION ITEM

1. 2024 California Clean Air Day Proclamation PPG. 11
(Kome Ajise, Executive Director, SCAG)

RECOMMENDED ACTION:

Approve and adopt proclamation in support for and declaration of 2024 California Clean Air Day.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – June 6, 2024 PPG. 15
3. Amendment to Lodging Reimbursement Policy in the Regional Council Policy Manual PPG. 29
4. Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-C06, Temporary Worker Services PPG. 33
5. Recommendation to Adopt Addendum 1 to the Connect SoCal 2024 Final Program Environmental Impact Report (State Clearinghouse No.: 2022100337) PPG. 57



6. Transportation Conformity Determinations of Proposed Final 2025 Federal Transportation Improvement Program (FTIP) and Proposed Final Connect SoCal 2024 Amendment 1 PPG. 65
7. Approval of 2025 Federal Transportation Improvement Program (FTIP) and Amendment 1 to Connect SoCal 2024 PPG. 69
8. Amended ATP Cycle 7 Regional Guidelines and 2024 SCP Active Transportation and Safety Guidelines PPG.126
9. SB 960 (Wiener) - Transportation: Complete Streets Facilities: Transit Priority Facilities PPG. 166
10. SCAG Memberships and Sponsorships PPG. 179

Receive and File

11. September 2024 State and Federal Legislative Update PPG. 184
12. 2024 Executive/Administration Committee (EAC) Retreat Update PPG. 204
13. Transportation Trends Update PPG. 214
14. Broadband Permit Streamlining Report and Ordinance PPG. 239
15. Purchase Orders, Contract and Amendments below Regional Council's Approval Threshold PPG. 256
16. CFO Monthly Report PPG. 260

INFORMATION ITEMS

17. Presidential Priority: Transit Recovery & Technology 30 Mins. PPG. 272
(Metrolink Chief Executive Officer, Darren Kettle, and Riverside Transit Agency Chief Executive Officer, Kristin Warsinski)

BUSINESS REPORT

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

PRESIDENT'S REPORT

(The Honorable Curt Hagman, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2024 California Clean Air Day Proclamation

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council approve and adopt proclamation in support for and declaration of 2024 California Clean Air Day.

RECOMMENDED ACTION FOR RC:

Approve and adopt proclamation in support for and declaration of 2024 California Clean Air Day.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG's regional policies and planning efforts as reflected in the agency's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) have contributed to the significant air quality improvements over the past decades. However, the region still suffers from the worst air quality in the nation with serious public health impacts. California Clean Air Day is built on the idea that shared experiences unite people to take actions and create new habits to improve air quality. By joining together for a unified day of action, people can create and nurture new habits to clear the air for all members of California's diverse communities. Across the state, individuals, communities, and organizations pledge each year to commute by carpool, vanpool, transit, biking, or walking on the first Wednesday in October. Because there will be no RC meeting in October 2024, staff is seeking the EAC's recommendation that the RC approve and adopt SCAG's California Clean Air Day proclamation and then the RC approve and adopt the proclamation in support of the upcoming 7th Annual California Clean Air Day on October 2, 2024. This allows time for SCAG to make organizational pledge, to encourage the 197 member jurisdictions to explore actions, encourage SCAG staff to make individual pledges, and to plan for actions that will help make a difference in the region's air quality on the Clean Air Day and beyond.

BACKGROUND:

Air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect public health and contributes to climate change. The six-county SCAG region has among the worst air pollution in the United States and millions of Southern Californians, particularly those living in the disadvantaged communities, experience air quality among the nation's worst. It is vital to protect health and well-being of our residents, workforce, and visitors. Emissions from vehicles, industry, and even household sources significantly affect the air quality and well-being of residents, employees, and visitors of the SCAG region. Every organization and every individual can play a part in addressing air pollution.

SCAG is responsible for developing the RTP/SCS, the FTIP that implements the RTP/SCS, the socio-economic growth forecast, as well as the integrated land use and transportation strategies (Appendix IV-C) for the South Coast Air Quality Management District's air plans. The RTP/SCS, FTIP, and their amendments are required to demonstrate transportation conformity to be consistent with or conform to the purposes of applicable air plans in the SCAG region as required by the federal Clean Air Act and the U.S. Environmental Protection Agency's Transportation Conformity Regulations. Therefore, SCAG's various regional planning policies, programs, strategies, and initiatives, as reflected in the adopted 2024 RTP/SCS (Connect SoCal 2024) and the 2025 FTIP that the RC is considering for adoption on September 5, 2024, have played and will continue to play an important role in achieving significant air quality improvements in the SCAG region.

California Clean Air Day is a project of the Coalition for Clean Air, a nonprofit organization that was founded in 1971 and is California's only statewide organization working exclusively on air quality issues <https://www.ccair.org/about/>. The purpose of California Clean Air Day is to allow individuals and organizations to commit to do their part to clear the air, through actions big and small. Last year, more than 16,500 individuals made more than 125,000+ clean air action pledges, 22 transit agencies provided free rides on buses, trains, bike share programs and even ferries, and 121 California Clean Air Day events were held virtually and in person, according to the Coalition for Clean Air.

SCAG has been participating in the annual California Clean Air Day in the past by pledging organizational actions and encouraging SCAG staff to take the California Clean Air Day pledge. Because the 2024 California Clean Air Day will take place on October 2nd, and there will be no RC meeting on October 3, 2024, staff is seeking the EAC's recommendation that the RC approve and adopt SCAG's California Clean Air Day proclamation and then the RC approve and adopt the proclamation in support of the upcoming 7th Annual California Clean Air Day on October 2, 2024. This allows time for SCAG to make organizational pledge, to encourage the 197 member jurisdictions to explore actions, encourage SCAG staff to make individual pledges, and to plan for actions that will help make a difference in the region's air quality on the Clean Air Day and beyond.



FISCAL IMPACT:

Work associated with this item is included in the current FY 2024-25 Overall Work Program (25-025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. Proclamation of October 2, 2024 California Clean Air Day

PROCLAMATION

SUPPORT FOR AND DECLARATION

CALIFORNIA CLEAN AIR DAY

Whereas, air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect public health and contributes to climate change; and

Whereas, the six-county SCAG region has among the worst air pollution in the United States and millions of Southern Californians, particularly those living in the disadvantaged communities, experience air quality among the nation's worst; and

Whereas, it is vital that we protect the health and well-being of our residents, workforce, and visitors; and

Whereas, emissions from vehicles, industry, and even household sources significantly affect the air quality and well-being of residents, employees, and visitors of the SCAG region; and

Whereas, individual actions, such as working at home, taking bus or train, walking, or biking to work, and school, carpooling, not idling vehicles, and conserving energy can directly improve air quality in our region; and

Whereas, every organization and every individual can play a role; and

Whereas, education about air quality can raise community awareness, encourage our communities to develop better habits, and improve public health; and

Whereas, Californians are joining together across the state to clear the air on October 2, 2024; and

Whereas, SCAG's Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and Federal Transportation Improvement Program (FTIP) have played an important role in achieving significant air quality improvements in the SCAG region over the past decades.

Therefore, Be It Proclaimed, that SCAG is pleased to join the Coalition for Clean Air and hundreds of other public and private entities in taking action to make our air healthier by participating in California Clean Air Day on October 2, 2024.

And, Be It Further Proclaimed, that SCAG is taking the organizational pledge committing to its various clean air and sustainable planning policies, programs, strategies, and initiatives to improve air quality in Southern California as reflected in the agency's adopted Connect SoCal 2024 and 2023 FTIP.

And, Be It Further Proclaimed, that SCAG encourages the six counties and 191 cities within the SCAG region to explore how their jurisdictions can make organizational pledges to improve air quality.

And, Be It Further Proclaimed, that SCAG encourages its employees to make individual pledges to improve air quality.

September 5, 2024




Curt Hagman
President


Kome Ajise
Executive Director



NO. 666
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JUNE 6, 2024

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

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

Members Present

Sup. Curt Hagman, President

Hon. Cindy Allen, 1st Vice President

Hon. Ray Marquez, 2nd Vice President

Hon. Art Brown, Imm. Past President

Sup. Luis Plancarte

Sup. Don Wagner

Sup. Karen Spiegel

Hon. Maria Nava-Froelich

Hon. Jan Harnik,

Hon. Alan Wapner

Hon. Trish Kelley

Hon. Mike T. Judge

Hon. Gil Rebollar

Hon. Kathleen Kelly

Hon. Linda Krupa

Hon. Clint Lorimore

Hon. Frank Navarro

Hon. Acquanetta Warren

Hon. Rick Denison

Hon. Wendy Bucknum

Hon. Tammy Kim

Long Beach

Chino Hills

Buena Park

Brawley

Palm Desert

Hemet

Eastvale

Colton

Fontana

Yucca Valley

Mission Viejo

Irvine

San Bernardino County

District 30

District 10

District 21

Imperial County

Orange County

Riverside County

ICTC

RCTC

SBCTA

TCA

VCTC

District 1

District 2

District 3

District 4

District 6

District 8

District 11

District 13

District 14



Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Larry McCallon		Air District Representative
Ms. Lucy Dunn		Business Representative

Members Not Present

Sup. Kathryn Barger
Sup. Hilda Solis

Members Not Present

Members Not Present

Los Angeles County
Los Angeles County



Sup. Vianey Lopez		Ventura County
Hon. Ashleigh Aitken		OCTA
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Damon L. Alexander	<i>San Bernardino</i>	District 7
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Carlos Leon	<i>Anaheim</i>	District 19
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Julie Shroyer, Chief Information Officer
Ruben Duran, Board Counsel
Jeffery Elder, Chief Counsel

Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Hagman called the meeting to order at 12:03 p.m. and asked Regional Council Ray Marquez, Chino Hills, District 10, to lead the Pledge of Allegiance.

Regional Council Member Karen Spiegel, Riverside County, acknowledged the 80th anniversary of D-day and took a moment to honor and remember those who fought for their freedom.

PUBLIC COMMENT PERIOD

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

Ruben Duran, Board Counsel, acknowledged SCAG received one comment which was received before the 5:00 p.m. deadline, and posted on the website and transmitted to the members of the Regional Council. He also noted that a comment had been received after the 5:00 p.m. deadline which would be transmitted to the members after the meeting.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

President Hagman indicated they had two action items and the Consent Calendar. He stated they needed to pull Item No. 4 from the Consent Calendar as Board Counsel Duran needed to read it out as it involved compensation for the Executive Director. He indicated they would take an action on the Consent Calendar and the Executive Director's Contract (Item No. 4) in one vote and then the two action items in another vote.

He asked the members if there were any other items they wanted to pull. No additional items were pulled.

He asked if there were any public comments on the Consent Calendar. There were no public comments on the Consent Calendar.

President Hagman clarified that they were considering the Consent Calendar and Consent Calendar Item A which was Item No. 4 - Approval of Amendment No. 3 to Executive Director's Employment Agreement.

Board Counsel Duran reported the Government Code required that anytime the salary of a public agency's Executive Director was to be considered by a legislative body, whether it was for compensation or benefits, that it be publicly announced. He indicated that pursuant to that authority, he was informing the public and Regional Council that after a successful performance evaluation by the Executive Administration Committee (EAC), the recommendation by the EAC was to amend Mr. Kome Ajise's employment agreement to adjust his salary from \$382,000 per year to \$393,460 per year.

President Hagman asked if there were any public comments on Item A (No. 4). There were no public comments on Item A (No. 4).

President Hagman asked if there were any comments from the Regional Council. There were no comments from the Regional Council.

Motion was made by Regional Council Member Jose Luis Solache to approve the Consent Calendar and Item A (No. 4). The motion was seconded by Regional Council Member Tim Sandoval.

The vote is reflected below under the Consent Calendar section of the Minutes.

ACTION ITEMS

In the essence of time, the vote for Items No. 1 and No. 2 were taken together. The vote is reflected after Item No. 2.

1. 2024 Strategic Plan

Kome Ajise, Executive Director, reported that over the last year and half they had been working on updating the 2024 Strategic Plan for adoption which had been presented to the EAC in May. He expressed the plan complimented the work they did on a regional planning scale by providing more focus and guidance to the operations and performance of the agency. He explained the plan outlined strategic policies and objectives and included performance indicators to measure agency progress. He noted the last Strategic Plan was adopted in 2018 and that things had changed dramatically then in terms of the work that the agency does, and they needed to refocus their work and provide some guidance through direction from the board. He indicated this plan also considered some of the actions the Board had adopted over the last five years and they were

included in the strategic priorities. He further explained the plan had some consistency with the 2018 plan in the sense that the mission and vision of the agency, as adopted by the Regional Council, continued to be the same. He noted they felt compelled, based on the input received from hundreds of interviews with stakeholders, board members and staff, to refocus their priorities on things that they were going to work on. He shared that the next steps internally were to develop performance indicators that would allow them to be more accountable in terms of how they met those objectives and priorities. He also shared they took time to think through what SCAG's role was in the region because they needed to define what their field of play was so they could focus on what had to get done. He shared the new plan refocused SCAG's priorities based on feedback from stakeholders, board members, and staff. He stated it also clarified the agency's roles as a planning organization, thought leader, and data aggregator for the region. He also highlighted the values that had been set up to guide how they behave as an organization which were: 1) be open; 2) lead by example; 3) make an impact; 4) be courageous; and 5) cultivate belonging. He clarified they added the last value because they wanted to be inclusive to include everyone in the region.

There were no public comments on Item No. 1.

Regional Council Member Spiegel asked when the previous Strategic Plan was done because she thought there needed to be consistency on how often the plan was brought to the Board. She recommended bringing the plan forward on a regular basis.

Regional Council Member Jenny Crosswhite, Santa Paula, District 47, indicated that in the staff report one of the pieces of feedback from staff was some concern around the potential for burnout because of the expanding purview of the organization and pressure from members and asked if there was anything in the Strategic Plan that addressed this concern. Executive Director Ajise indicated he stressed SCAG's role to try to get them to focus on what they do as an organization. He clarified that being able to have some clarity for staff on what falls within the bounds of what they are set up to do was very important.

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

Executive Director Ajise explained there had been an extensive conversation about this item at the Transportation Committee and clarified that usually there was a separation from when they bring items to the committees and the Regional Council. In this case, he indicated they were taking both actions on that day because they were pressed for time so that projects could get funded, and they did not lose the obligation authority. He briefly discussed the Carbon Reduction Program, Congestion Mitigation, Air Quality Improvement Program, and the Surface Transmission Block Grant Program, which aimed to award 61 projects totaling \$279.7 million (awarded projects were on page 61 of the agenda packet). He noted the projects that were selected were based on

guidelines approved by the Transportation Committee and Regional Council. He further shared that over the last 20-30 years, the selection process had been handled at the County Committee level but most recently the Federal Government ruled the process to be illegal citing that federal regulations required these types of actions to be taken at the MPO level. As a result, over the last couple of years they were on a corrective action by the Federal Government which is why this was being handled by SCAG. He explained that they worked extensively with the federal agencies, Caltrans and the County Commissions to bring the projects before them. He indicated that final approval of the project list would allow them to work with the awardees to obligate the funds and get through the federal process so they could move the projects forward. He also noted that if additional funds were made available, they would look to award those projects that did not get funding but were highly recommended. Lastly, he clarified this action would mark the conclusion of a multiyear effort they had undertaken collaboratively with several agencies to address a federal corrective action related to State and regional award of Federal funds. He also noted the Regional Council's role had expanded to approve federal projects every two years.

President Hagman expressed that this effort was going to be more on a regional basis and that it would be very important they work with their local county transportation commissions and SCAG to come up with these plans for the region.

Emmanuel Martinez, External Affairs Manager for the Coachella Valley Association of Governments (CVAG), expressed support of staff's recommendation on behalf of CVAG and its Executive Director Tom Kirk and indicated he appreciated all the work SCAG put into the process considering the change in how the programs were administered and the truncated timeline to get this off the ground. He especially thanked SCAG staff and RCTC staff for working collaboratively. He also expressed support of the projects being recommended in Riverside County.

John Kerr, member of the public, raised concerns about the Eastbound State Route 91 Atlantic to Cherry Avenue Improvements project that was seeking \$24 million in funding. He argued the project went against the goal of reducing greenhouse gases and promoting sustainable mobility, as it would result in more freeway widening and more VMT through induced demand.

Kristen Bladh, member of the public/citizen of the SCAG Region, raised concerns over a recent report from the California Air Resources Board on the progress of the Sustainable Communities and Climate Protection Act, which indicated SCAG along with all other MPO's in the State were failing in their commitment to decrease VMT and greenhouse gases. She argued that the 91 Freeway Auxiliary Lane Project that they were proposing to give to \$24 million was in reality a freeway widening in one of the most polluted and disadvantaged census tracts in the State and it was not even a full mile. She further argued that the amount of money being used to fund this project could fund safety improvement projects for 350 schools, such as the Laurel Elementary School Safety

Project that was placed to the contingency list. She urged them to reject approval of widening the 91 freeway.

A MOTION was made (McCallon) to: **Item No. 1:** Approve SCAG's 2024 Strategic Plan, including its Vision, Mission, Values, Strategic Priorities, and Objectives; and **Item No. 2:** Approve the 2023-2026 CRP-CMAQ-STBG Project Award List and Contingency List; and authorize the SCAG Executive Director or his designee to make programming adjustments as necessary. Motion was SECONDED (Manos) and passed by the following roll call votes:

AYES: Allen, Brown, Bucknum, Clark, Crosswhite, Denison, Dumitru, Eich, Finlay, Frometa, Gazeley, Goodman, Hagman, Henderson, L. Hernandez, Judge, J. Kalmick, Kelley, Kelly, Kleiman, Krupa, Lorimore, Mann, Manos, Marquez, McCallon, McKeon, Meister, Nava, Nava-Froelich, Navarro, Plancarte, Rebollar, Rhodes, C. Rodriguez, Saleh, S. Sanchez, Sandoval, Shapiro, Simonoff, Solache, Spiegel, Tye, Wapner, Wong, Wood and Yokoyama (47)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting – May 2, 2024
4. Approval of Amendment No. 3 to Executive Director's Employment Agreement
5. Contract 18-002-SS1 Amendment 13, Legal Services
6. Contract 20-002-C01 Amendment 7, Board Counsel Services
7. Contract 20-035-C01 Amendment 6, Information Technology (IT) Managed Services
8. AB 2535 (Bonta) - TCEP Funding for Zero-Emission Freight
9. Transmittal to South Coast Air Quality Management District of Final 2024 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

-
10. Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 - Release for Public Review and Comment
 11. Release of Draft Transportation Conformity Analyses of Draft 2025 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 1
 12. 2024 SCP Active Transportation & Safety Guidelines and Call for Projects
 13. Approve SCAG Participation in the 2024 Paris Olympic Games Observation Program and Study Tour

Receive and File

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

A MOTION was made (Solache) to approve Consent Calendar Items 3 and 5 through 13; Consent Calendar Item A (No. 4); and Receive and File Items 14 and 18. Motion was SECONDED (Sandoval) and passed by the following roll call votes:

AYES: Allen, Brown, Bucknum, Clark, Crosswhite, Denison, Dumitru, Eich, Finlay, Frometa, Gazeley, Goodman, Hagman, Henderson, L. Hernandez, Judge, J. Kalmick, Kelley, Kelly, Kleiman, Krupa, Lorimore, Mann, Manos, Marquez, McCallon, McKeon, McOsker, Meister, Nava, Nava-Froelich, Navarro, Plancarte, Rebollar, Rhodes, C. Rodriguez, S. Sanchez, Sandoval, Saro, Shapiro, Simonoff, Solache, Spiegel, Wagner, Wapner, Warren, Wong, Wood and Yokoyama (49)

NOES: None (0)

ABSTAIN: None (0)

BUSINESS REPORT

Regional Council Member Lucy Dunn, Business Representative, noted that her business report was on page 241 of the packet and reported that the GLUE Council met and heard an update from Dan Dunmoyer, CBIA Chief Operating Officer (CEO), on the status of insurance and AB 2996 which was asking the IBank to issue bonds to fund the fair plan, the State's insurance plan, which is currently insolvent. She also noted that Mr. Dunmoyer asked the GLUE Council to consider bringing this to the Regional Council. She also indicated that the insurance issue was affecting homeowners and impacting commercial properties and that Insurance Commissioner Ricardo Lara was being pushed to act expeditiously to find a resolution. She also reported that the GLUE Council heard from Angelina Galiteva, Arches CEO, on using hydrogen as a renewable clean energy for both heavy transportation and at the ports of Long Beach. She indicated they were thrilled to have First Vice President Cindy Allen of Long Beach join them at the meeting since she was a strong advocate for Arches. She also reported that Rubio's was closing 48 of their stores in California and were citing the cost of doing business in California as the big issue. She indicated that 37 of the stores were in Southern California. She also reported that at the ICSC Shopping Convention in Las Vegas there was a surprising note of optimism as several retailers were recognizing that Southern California was an enormous market and that there were many new concepts for shopping, services, and dining. She indicated that there was also optimism from developers and owners of shopping centers because they were getting the ability to replace tenants with stronger tenants, or at least newer tenants that were attractive to new customers. She indicated this was important information for city managers as they were looking at sales tax revenue to help balance city budgets. She also reported that several apartment projects throughout the SCAG region, as well as nationally, were being put on hold because of continuing high interest rates and construction costs, in addition to the insurance problem in California. She indicated that this would continue to be the case until they see a lowering of those rates and a slowdown of cost increases and operating expenses. She also noted that with the high interest rates, it was no surprise that homeowners were not moving and staying put with mortgage rates in the 2 to 4% range because they didn't want to trade into a mortgage rate that was a bit higher. Lastly, she also shared that apartment renewals were stronger than normal as it was unlikely that renters could afford to buy a home or move to another place as rents remained high.

PRESIDENT'S REPORT

President Hagman reported that the previous month he had led a delegation of SCAG leadership to Washington D.C. to advocate for SCAG's federal legislative priorities to support planning needs for the upcoming Olympic games, as well as funding for programs to support housing production, complete streets, and broadband efforts. He indicated that they heard from Senator Alex Padilla and Speaker Emerita Nancy Pelosi at their annual California Congressional Transportation Reception, which they co-hosted with their bay area counterpart, the Metropolitan Transportation Commission. He acknowledged members who attended and thanked them. He also reported that

last month the WTS International awarded this year's Honorable Ray LaHood Award to SCAG Executive Director Kome Ajise for helping women in transportation. He also shared that Annie Nam, SCAG Deputy Director of Planning, and he participated in the Inland Empire Economic Partnership's Logistics and E-Commerce Summit. He indicated that Ms. Nam presented a white paper on the state of goods movement in the region, and he spoke on a panel of experts discussing the issue, covering details of data in the trucking industry, the role of technology in improving goods movement, and how SCAG can play a critical role supporting collaboration in this space. Lastly, he reminded members that they were dark in July in observance of the fourth of July and that the next meeting of the Regional Council was scheduled for Thursday, August 1, 2024 at 12:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise reported that after a tireless effort of advocacy, the California State Assembly and State Senate announced a Joint Legislative Budget Plan, which proposed to restore \$250 million to the Regional Early Action Planning program (REAP 2.0), of the originally proposed \$300 million cut. He indicated they would come back to the Regional Council with an update once confirmed. He also noted that in the Joint Legislative Budget plan it was proposed to reject the cuts to the Active Transportation Program. He thanked all their partners, board members and stakeholders that participated in the advocacy activities. He shared that once the budget was approved, he anticipated that they should be able to come back to the programs that were approved by the Regional Council. He also reported that one of the advocacy elements that they embarked on was the work that they did through the LCMC on RHNA reform. He explained that they proposed a piece of legislation that was carried by Assemblymember Juan Carrillo, AB 2485, and that the LCMC worked very strongly on this piece of legislation which the Regional Council approved. He indicated that it was a SCAG sponsored piece of legislation that had moved very quickly through all the various committees in the Legislature and in the Assembly and was now moved from the Assembly in a unanimous vote to the Senate, which they expected to be assigned to the Senate Housing Committee. He indicated that with this bill they were looking for transparency on how the State determines the RHNA numbers for the next cycle. He also reported that there was an observation tour that had been organized by the LA 28 Olympic Committee. He explained that the LA 28 Committee was set up to take technical teams to Paris. He shared he sat on the Games Management Executive Committee and was part of the planning process for the LA games. He indicated that SCAG had a unique role and that there was coordination that needed to happen beyond just planning to address mobility issues. He indicated that their role specifically was to deal with the demand measure management for freight and goods movement. He further explained that as a result they had been asked to be a part of the observation tour in August and would be sending a couple of staff members (Sarah Jepson and Annie Nam) to observe. He thanked the Regional Council for their approval to fund the travel. He also noted that they expected that there would be other opportunities for members to be part of a delegation that would go on some learning tours and maybe a celebration or handover of the Olympics from Paris

to LA. Lastly, he expressed that the recent General Assembly was the best they had ever done. He acknowledged staff and the host committee for raising resources for the event, and he thanked members for being present.

President Hagman welcomed the following new members: Steve Sanchez, La Quinta; Nikki Perez, Burbank; Thomas Wong, Monterey Park; and Acquanetta Warren, Fontana.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member Yokoyama, Cerritos, District 23, asked if there were any meetings in August.

Darin Chidsey, Chief Operating Officer, indicated there was an EAC meeting on July 31 and that there would be no Policy Committees in August. He indicated that they were still assessing whether there would be a Regional Council meeting but that they would have a better idea after the EAC Retreat.

ADJOURNMENT

There being no further business, President Hagman adjourned the meeting of the Regional Council at 12:56 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Regional Council Attendance Report																
2023-2024																
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total Mtgs Attended To Date		
Aitken, Ashleigh	OCTA	0												0		
Alexander, Damon L.	San Bernardino, RC District 7	0												0		
Allen, Cindy	Long Beach, RC District 30	1												1		
Amezcuca, Valerie	Santa Ana, RC District 16	0												0		
Barger, Kathryn	Los Angeles County	0												0		
Bass, Karen	Los Angeles, (Member at Large)	0												0		
Becerra, Elizabeth	Victorville, RC District 65	0												0		
Blumenfield, Bob	Los Angeles, RC District 50	0												0		
Boyer, Gary	Glendora, RC District 33	0												0		
Boyles, Drew	El Segundo, RC District 40	1												1		
Brown, Art	Buena Park, RC District 21	1												1		
Bucknum, Wendy	Mission Viejo, RC District 13	1	D	D										1		
Clark, Margaret	Rosemead, RC District 32	1												1		
Crosswhite, Jenny	Santa Paula, RC District 47	1												1		
de Leon, Kevin	Los Angeles, RC District 61	0												0		
Denison, Rick	Yucca Valley, RC District 11	1												1		
Dumitru, Jon	Orange, RC District 17	1												1		
Dunn, Lucy	Business Representative	1												1		
Eich, Keith	La Cañada Flintridge, RC District 36	1												1		
Finlay, Margaret E.	Duarte, RC District 35	1	A	A										1		
Frometa, Claudia M.	Downey, RC District 25	1												1		
Gabbard, John	Dana Point, RC District 12	0												0		
Gazeley, James	Lomita, RC District 39	1												1		
Goodman, Marshall	La Palma, RC District 18	1												1		
Hagman, Curt	San Bernardino County	1												1		
Harnik, Jan C.	RCTC	1												1		
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0												0		
Henderson, Mark E.	Gardena, RC District 28	1												1		
Hernandez, Eunisses	Los Angeles, RC District 48	0												0		
Hernandez, Laura	Port Hueneme, RC District 45	1												1		
Hutt, Heather	Los Angeles, RC District 57	0	R	R										0		
Judge, Mike T.	Simi Valley, VCTC	1												1		
Kalmick, Joe	Seal Beach, RC District 20	1												1		
Kelley, Trish	TCA Representative	1												1		
Kelly, Kathleen	Palm Desert, RC District 2	1												1		
Kim, Tammy	Irvine, RC District 14	1												1		
Kleiman, Lauren	Newport Beach, RC District 15	1												1		
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep	0												0		
Krupa, Linda	Hemet, RC District 3	1	K	K										1		
Lee, John	Los Angeles, RC District 59	0												0		
Leon, Carlos A.	Anaheim, RC District 19	0												0		
Lock Dawson, Patricia	Riverside, RC District 68	0												0		
Lopez, Vianey	Ventura County	0												0		
Lorimore, Clint	Eastvale, RC District 4	1												1		
Mann, Ken	Lancaster, RC District 43	1												1		
Manos, Steve	Lake Elsinore, RC District 63	1												1		
Marquez, Ray	Chino Hills, RC District 10	1												1		
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. Reg. Plng. Brd.	0												0		
McCallon, Larry	Air District Representative	1												1		
McKeon, Casey	Huntington Beach, RC District 64	1												1		
McOsker, Tim	Los Angeles, RC District 62	1												1		
Meister, Lauren	West Hollywood, RC District 41	1												1		
Michael, L. Dennis	Rancho Cucamonga, RC District 9	0												0		
Nava, Marisela	Perris, RC District 69	1												1		
Nava-Froelich, Maria	ICTC	1												1		
Navarro, Frank J.	Colton, RC District 6	1												1		
Padilla, Imelda	Los Angeles, RC District 53	0												0		
Park, Traci	Los Angeles, RC District 58	0												0		
Perez, Nikki	Burbank, RC District 42	0												0		
Plancarte, Luis	Imperial County	1												1		

Attachment: RC Attendance Sheet 2024-25 (Minutes of the Meeting - June 6, 2024)



AGENDA ITEM 3
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Amendment to Lodging Reimbursement Policy in the Regional Council
Policy Manual

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC) recommend that the Regional Council (RC) adopt an amendment to the Regional Council Policy Manual (RCPM), retroactive to apply to the September EAC and RC meetings, amending the criteria to qualify for lodging reimbursement when attending SCAG-related activities.

RECOMMENDED ACTION FOR RC:

Recommend that the RC adopt an amendment to the RCPM, retroactive to apply to the September EAC and RC meetings, amending the criteria to qualify for lodging reimbursement when attending SCAG-related activities.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Beginning in September 2024, EAC meetings will return to the first Thursday of the month, and EAC and Regional Council meetings will be conducted in-person. Currently, the RCPM requires traveling outside of the SCAG Region or 75 miles or more to be reimbursed for lodging. However, SCAG's Travel and Business Meal Expense Policy for SCAG Employees only requires traveling over 50 miles one way to be reimbursed for lodging. For consistency purposes and to help facilitate in-person meetings, SCAG staff proposes the RCPM be amended to reduce the required one-way mileage from 75 miles to 50 miles to be eligible for lodging. In addition, Staff recommends the RCPM be amended to provide lodging reimbursement to EAC members, whose seat of government is outside Los Angeles County, attending an EAC meeting at 9:00 a.m. or earlier. Staff recommends that the RC adopt the amendment to be retroactive to apply to the September EAC and RC meetings.

BACKGROUND:

On June 27 and 28, 2024, President Curt Hagman convened the annual EAC Retreat in Ontario, California. The main purpose of the Retreat was to allow the EAC to discuss strategic priorities for the upcoming year. During the Retreat, the EAC discussed changes to the EAC, Policy Committees, and RC schedules and in-person participation requirements.

During this discussion, staff identified a discrepancy between the RCPM and the Travel and Business Meal Expense Policy for SCAG Employees relating to the mileage required to be driven to be eligible for lodging reimbursement. Currently, the RCPM requires traveling over 75 miles one way and the Travel and Business Meal Expense Policy for SCAG Employees requires traveling over 50 miles. Although board members are not employees of SCAG, staff recommends amending the RCPM to reduce the mileage requirement to 50 miles in order to have consistency between the two policies. This change will also help facilitate in-person participation at the EAC and RC meetings. In reviewing this update Staff analyzed the mileage criteria, considered other means to encourage in-person attendance, and sought/received input from members. Staff discerned that in-person attendance would be more effectively encouraged if the criteria for lodging reimbursement were extended beyond the mileage criterion. Accordingly, Staff recommends the RCPM be amended to provide lodging reimbursement to EAC members, whose seat of government is outside Los Angeles County, attending an EAC meeting at 9:00 a.m. or earlier. Staff recommends that the amendment be adopted to apply retroactively to the September EAC and RC meetings.

Accordingly, the following amendment is proposed to the RCPM:

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

Lodging is reimbursable at the applicable government rate plus taxes if: (a) required for trips outside of the SCAG Region; (b) an individual is required to travel 50 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) an individual is required to attend a SCAG-related activity that begins at 1 PM or later and is required to attend a SCAG-related activity the following day that begins at 10 AM or earlier; ; or (d) a member of the EAC, whose seat of government is outside of Los Angeles County, attends an EAC meeting that begins at 9 AM or earlier. If government lodging rates do not appear to be available, assistance should be requested from SCAG staff, if possible, to avoid paying above government rates. Lodging charges that are more than double standard government rates for the locale of the lodging will require approval of the SCAG President before reimbursement can be made.

An Excerpt of the Policy Manual with the proposed amendment is attached to this report, with the change shown in tracking (deletions/additions).



FISCAL IMPACT:

Funds for lodging are included in the General Fund Budget and any increase should be accommodated through membership dues.

ATTACHMENT(S):

1. RCPM Updates

ARTICLE VIII

STIPENDS AND EXPENSE REIMBURSEMENTS

...

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

...

- (5) Lodging is reimbursable at the applicable government rate plus taxes if: (a) required for trips outside of the SCAG Region; (b) an individual is required to travel ~~75~~50 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) an individual is required to attend a SCAG-related activity that begins at 1 PM or later and is required to attend a SCAG-related activity the following day that begins at 10 AM or earlier; or (d) a member of the EAC, whose seat of government is outside of Los Angeles County, attends an EAC meeting that begins at 9 AM or earlier. If government lodging rates do not appear to be available, assistance should be requested from SCAG staff, if possible, to avoid paying above government rates. Lodging charges that are more than double standard government rates for the locale of the lodging will require approval of the SCAG President before reimbursement can be made.

...



AGENDA ITEM 4
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-C06, Temporary Worker Services

RECOMMENDED ACTION:

Approve Contract Nos. 24-037-C01 through 24-037-C06 with six (6) pre-qualified agencies to provide temporary worker services to SCAG for a total amount not to exceed \$2,875,000 over five (5) years. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contracts on behalf of SCAG.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 4: Build a unified culture anchored in the pursuit of organizational excellence.

EXECUTIVE SUMMARY:

The purpose of this procurement is to establish a group of pre-qualified contracted agencies to provide temporary worker services to SCAG. SCAG may call upon selected agencies throughout the year to provide short-term temporary staffing for vacancies, leaves of absence, or peaks in workload. Actual use of the agencies will vary primarily by need, availability of competent workers, and competitive rates. SCAG specifically requires temporary workers in four (4) functional categories: Office/Clerical/Administrative, Office Technology, Professional Services, and Creative Design. Staff recommends executing six (6) bench contracts to provide temporary worker services for a total amount not to exceed \$2,875,000 over five (5) years.

BACKGROUND:

The selected consultants shall provide temporary worker services to SCAG on an as-needed basis. Staff recommends executing the following contract to replace the existing bench contracts 18-022-C01 through 18-022-C08 for temporary worker services.

<u>Consultant/Contract #</u>	<u>Contract Amount</u>
1. Enterprise Resource Services, Inc. (24-037-C01)	\$2,875,000
2. E-Solutions (24-037-C02)	
3. Infojini, Inc. (24-037-C03)	



4. SoftHQ, Inc. (24-037-C04)
5. SoftSages Technology (24-037-C05)
6. Tryfacta, Inc. (24-037-C06)

FISCAL IMPACT:

Funding for temporary worker services for the first year is included in the FY 2024-25 Indirect Cost Program budget in Project Number 810-0120.04. Funding for future years is expected to be available from salary savings.

ATTACHMENT(S):

1. 24-037-C01 through 24-037-C06 Contract Summary
2. 24-037-C01 through 24-037-C06 Conflict of Interest Forms

CONSULTANT CONTRACT NOS. 24-037-C01 through 24-037-C06

Recommended Consultant:

1. Enterprise Resource Services, Inc.
2. E-Solutions
3. Infojini, Inc.
4. SoftHQ, Inc.
5. SoftSages Technology
6. Tryfacta, Inc.

Background & Scope of Work:

The purpose of this procurement is to establish a group of pre-qualified contracted agencies to provide temporary worker services to SCAG. SCAG may call upon the selected agencies throughout the year to provide short-term temporary staffing for vacancies, leaves of absence, or peaks in workload. Actual use of the agencies will vary primarily by need, availability of competent workers, and competitive rates and will not exceed available funding in any given fiscal year. SCAG specifically requires temporary workers in four (4) functional categories: General Staffing, Office Technology, Professional Services, and Creative Design.

Project's Benefits & Key Deliverables:

These contracts will permit SCAG to continue to conduct business in a cost effective manner during peak workloads, long term absences, and special projects that could not be anticipated during the budget process.

Strategic Plan:

This item supports SCAG's Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration and Goal 5: Recruit, support, and develop a world-class workforce and be the workplace of choice.

Contract Amount:	Total not to exceed	\$2,875,000
	FY 2024-25	\$287,500
	FY 2025-26	\$575,000
	FY 2026-27	\$575,000
	FY 2027-28	\$575,000
	FY 2028-29	\$575,000
	FY 2029-30	\$287,500

Contract Period: Notice to Proceed through December 31, 2029

Project Number: 810-0120.04

Funding for the first year is included in the FY 2024-25 Indirect Cost Program budget in Project Number 810-0120.04. Funding for future years is expected to be available from salary savings.

Request for Proposal (RFP):

SCAG staff notified 288 firms of the release of RFP 24-037 via SCAG’s Solicitation Management System website. A total of 100 firms downloaded the RFP. SCAG received the following thirty (30) proposals in response to the solicitation:

- | | | | |
|----|------------------------------------|----|--------------------------------|
| 1 | 21Tech, LLC | 16 | Lotus USA |
| 2 | AGC Consulting Group | 17 | Manpower |
| 3 | AgreeYa Solutions | 18 | O2EPCM |
| 4 | AppleOne | 19 | Partners in Diversity, Inc. |
| 5 | California Creative Solutions | 20 | RADgov, Inc. |
| 6 | Enterprise Resource Services, Inc. | 21 | Right IT Solutions, LLC |
| 7 | E-Solutions | 22 | SCANPH |
| 8 | Genesis Global Recruiting | 23 | Sigma |
| 9 | Global Empire | 24 | SoftHQ, Inc. |
| 10 | HB Staffing | 25 | SoftSages Technology |
| 11 | Health Advocate Network | 26 | System Soft Technologies |
| 12 | Info Way Solutions | 27 | Tryfacta, Inc. |
| 13 | Infojini, Inc. | 28 | VGreen Enterprises |
| 14 | Jada Systems | 29 | Vish Consulting Services, Inc. |
| 15 | LA Business Personnel | 30 | Zivahh, LLC |

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Virginia Chow, Human Resources Analyst II, SCAG
Renee Lutz, Human Resources Analyst II, SCAG
Trinidad Ruiz, Principal Accountant, SCAG

Basis for Selection:

The PRC recommended the six (6) agencies listed above for the bench contracts because they:

- Demonstrated an excellent understanding of SCAG's needs, fulfilling all requested categories;
- Showcased effective sourcing and recruitment strategies, compliance with employment laws, responsiveness, and extensive experience in the field; and
- Demonstrated their familiarity with similar government agencies such as SCAG.

Although some other firms proposed lower mark-up rates, the PRC did not recommend them for the bench contracts for the following reasons:

- Lacked the same level of thoroughness in their sourcing and recruitment strategies and ability to satisfy the requested categories. Their processes were vague, and they did not provide examples as the selected firms did;
- Focused on only one category or provided categories that were not aligned with the SCAG's needs, unlike the selected firms that demonstrated their capability to fill all requested categories;
- Did not show familiarity with similar government agencies compared to the selected firms. The agencies had little to no experience with similar government agencies such as SCAG;
- Did not demonstrate adequate billing and auditing procedures, or their procedures were very vague, unlike the selected firms, which provided clear and transparent procedures; and
- Did not demonstrate compliance with Federal and California employment laws, providing little to no information on how they ensure compliance.

**Conflict of Interest (COI) Form - Attachment
For September 5, 2024 Regional Council Approval**

Approve Contract Nos. 24-037-C01 through 24-037-C06 in an amount not to exceed \$2,875,000 over five (5) years to provide temporary worker services to SCAG. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contracts on behalf of SCAG.

Consultants	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
1. Enterprise Resource Services, Inc.	No
2. E-Solutions	No
3. Infojini, Inc.	No
4. SoftHQ, Inc.	No
5. SoftSages Technology	No
6. Tryfacta, Inc.	No

Attachment: 24-037-C01 through 24-037-C06 Contract Summary (Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-C06,

SCAG CONFLICT OF INTEREST FORM

RFP No. 24-037

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: Enterprise Resource Services, Inc

Name of Preparer: Grasel Mosqueda

Project Title: Temporary Worker Services

RFP Number: 24-037 **Date Submitted:** 03/19/2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: 24-037-C01 through 24-037-C06 Conflict of Interest Forms (Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-

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) Jason Stone, hereby declare that I am the (position or title) CEO/President of (firm name) Enterprise Resource Services, 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 03/19/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

03/19/2024
Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 24-037

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: Vidhwan Inc. (DBA) E-Solutions

Name of Preparer: Neil Mitra

Project Title: Temporary Worker Services

RFP Number: RFP 24-037 **Date Submitted:** 03-18-2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: 24-037-C01 through 24-037-C06 Conflict of Interest Forms (Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-

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) Randy Singh, hereby declare that I am the (position or title) Vice President of (firm name) Vidhwan Inc. (DBA) E-Solutions, 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 03-18-2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Randy Singh

Signature of Person Certifying for Proposer
(original signature required)

03-18-2024
Date

NOTICE

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

Attachment: 24-037-C01 through 24-037-C06 Conflict of Interest Forms (Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-

1 THE SCAG CONFLICT OF INTEREST FORM (ATTACHMENT 6)

1.1 INFOJINI INC.

Attachment 6

SCAG CONFLICT OF INTEREST FORM

RFP No. 24-037

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: Infojini Inc.
Name of Preparer: Sandeep Harjani
Project Title: Temporary Worker Services
RFP Number: 24-037 Date Submitted: 03/19/2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

Attachment 6

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) Sandeep Harjani, hereby declare that I am the (position or title) President of (firm name) Infojini 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 03/19/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 03/19/2024
Signature of Person Certifying for Proposer Date
(original signature required)

NOTICE

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SCAG CONFLICT OF INTEREST FORM

RFP No. 24-037

SECTION I: INSTRUCTIONS

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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: SoftHQ, Inc.

Name of Preparer: Kranti Ponnamm

Project Title: President

RFP Number: 24-037 **Date Submitted:** 03/19/2024

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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


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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Kranti Ponnam, hereby declare that I am the (position or title) President of (firm name) SoftHQ, 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 03/15/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


03/15/2024

 Signature of Person Certifying for Proposer Date
 (original signature required)

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.

Attachment: 24-037-C01 through 24-037-C06 Conflict of Interest Forms (Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-

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
N/A	N/A	N/A
_____	_____	_____
_____	_____	_____
_____	_____	_____

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
N/A	N/A
_____	_____
_____	_____
_____	_____

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
N/A	N/A
_____	_____
_____	_____
_____	_____

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
N/A	N/A	N/A
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) Jiraj Ruparelia, hereby declare that I am the (position or title) Vice President of (firm name) SoftSages LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated March 29, 2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

DocuSigned by:
Jiraj Ruparelia
EB2E9D2B251B4BB...

Signature of Person Certifying for Proposer
(original signature required)

March 29, 2024

Date

NOTICE

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

Attachment: 24-037-C01 through 24-037-C06 Conflict of Interest Forms (Contracts \$500,000 or Greater: Contract No. 24-037-C01 through 24-037-

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. _____

SECTION I: INSTRUCTIONS

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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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council members lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: _____

Name of Preparer: _____

Project Title: _____

Date Submitted: _____

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) Arman Dhar, hereby declare that I am the (position or title) Account Manager, (VP of Operations) of (firm name) Tryfacta, 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 04/02/2024 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Arman Dhar Digitally signed by Arman Dhar
Date: 2024.04.02 08:10:28 -07'00' 04/02/2024

Signature of Person Certifying for Proposer (original signature required) Date

NOTICE

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov

Subject: Recommendation to Adopt Addendum 1 to the Connect SoCal 2024 Final
Program Environmental Impact Report (State Clearinghouse No.:
2022100337)

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt Resolution No. 24-667-1 approving Addendum 1 to the Connect SoCal 2024 Program Environmental Impact Report (PEIR, SCH No. 2022100337), and direct staff to carry out administrative tasks for the approval.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 24-667-1 approving Addendum 1 to the Connect SoCal 2024 Program Environmental Impact Report (PEIR, SCH No. 2022100337), and direct staff to carry out administrative tasks for the approval.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Since approval of the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) and certification of the Program Environmental Impact Report (State Clearinghouse No: 2022100337) (2024 PEIR) by the SCAG Regional Council (RC), SCAG staff has received requests from several county transportation commissions to amend Connect SoCal 2024 to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. SCAG staff performed an environmental evaluation of proposed projects additions or changes documented in Connect SoCal 2024 Amendment 1 pursuant to the requirements of California Environmental Quality Act (CEQA) and determined that an addendum to the 2024 PEIR (hereafter referred to as Addendum 1) is the appropriate CEQA document for Connect SoCal 2024 Amendment 1.

Addendum 1 to the 2024 PEIR analyzes the changes documented in Connect SoCal 2024 Amendment 1. SCAG staff finds that the proposed additions or changes resulting from Connect

SoCal Amendment 1 would not result in a substantial change to the region-wide impacts when compared to those addressed in the certified 2024 PEIR. SCAG staff also finds that the projects identified in Connect SoCal 2024 Amendment 1 are programmatically consistent with the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified 2024 PEIR. A copy of the proposed final Addendum 1 to the 2024 PEIR is available on SCAG's website at: www.scag.ca.gov/peir.

Pursuant to the CEQA, Addendum 1 to the 2024 PEIR must be approved before the RC considers adoption of Connect SoCal 2024 Amendment 1. Since there will be no EEC or RC meeting in October 2024, staff is seeking EEC's recommendation that the RC approve Addendum 1 to the 2024 PEIR and then the RC may adopt Resolution No. 24-667-1 to approve Addendum 1 to the 2024 PEIR and adopt Connect SoCal 2024 Amendment 1 on September 5, 2024.

BACKGROUND:

Since approval of Connect SoCal 2024 and certification of the associated 2024 PEIR (State Clearinghouse No: 2022100337) by the RC, SCAG staff has received requests from several county transportation commissions to amend Connect SoCal 2024 to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects.

Connect SoCal 2024 Amendment 1 consists of 351 project changes, including 21 new, 315 modified, and 15 deleted projects. 322 out of 351 project changes involve short-term RTP projects programmed in the FTIP. Among the 322 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 21 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements, which provide benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal 2024. There are 15 projects removed due to project cancellation or duplicate entries.

Of the 351 project changes in Connect SoCal 2024 Amendment 1, eight of the projects are within Imperial County, 129 of the projects are within Los Angeles County, 18 of the projects are within Orange County, 94 of the projects are within Riverside County, 83 of the projects are within San Bernardino County, 19 of the projects are within Ventura County, and none of the projects spread across multiple counties. A complete list of the project modifications is available in Connect SoCal 2024 Amendment 1. Consistent with the certified Connect SoCal 2024 PEIR, the environmental analysis in the Addendum 1 to the Connect SoCal 2024 PEIR is limited to the financially constrained projects.

CEQA BASIS FOR A PEIR ADDENDUM:

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional environmental review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Sections 15162, 15163 and 15164. In general, an addendum is the appropriate form of environmental documentation when there are no substantial changes to the project or there is no significant new information that would require major revisions to the analyses or the conclusions in the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An addendum is not required to be circulated for public review. The CEQA Lead Agency for the project shall consider an addendum with the final EIR prior to making a decision on the project.

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT AND CONTENTS:

SCAG staff conducted a programmatic environmental assessment of the changes to the Connect SoCal 2024 Project List documented in Amendment 1 pursuant to CEQA. A copy of the proposed final Addendum 1 to the 2024 PEIR is available on SCAG’s website at: www.scag.ca.gov/peir.

A summary of the contents of Addendum 1 is included below.

- **Chapter 1.0, Introduction** describes the purpose and scope of this document and the basis for the addendum. The introduction includes applicable statutory sections of the Public Resources Code and Guidelines.
- **Chapter 2.0, Project Description** summarizes the changes to the Connect SoCal 2024 Amendment 1 Project List.
- **Chapter 3.0, Environmental Analysis** discusses the extent to which the changes to the Connect SoCal 2024 Amendment 1 Project List inclusive of revisions would have effects on the environment as compared to those already identified in the certified 2024 PEIR.
- **Chapter 4.0, Alternatives** discusses the extent to which the changes to the Connect SoCal 2024 Amendment 1 Project List inclusive of revisions would have effects on the project alternatives previously considered in the certified 2024 PEIR, including the No Project Alternative and Intensified Land Use Alternative.
- **Chapter 5.0, Other CEQA Considerations** discusses the extent to which the changes to the Connect SoCal 2024 Amendment 1 Project List inclusive of revisions would have effects on the other CEQA considerations previously considered in the certified 2024 PEIR, including an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts.
- **Chapter 6.0, Findings** describes the CEQA findings of Addendum 1.

SUMMARY OF CEQA FINDINGS:

Although the new projects identified in Connect SoCal 2024 Amendment 1 were not identified in the 2024 PEIR, SCAG staff has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, Regional Planning Policies, and Implementation Strategies contained in the approved Connect SoCal 2024 and with the analysis and conclusions presented in the previously certified 2024 PEIR. See Table 1, below, for a summary of the findings for environmental impacts analyzed in the Addendum 1.

TABLE 1: SUMMARY OF CEQA FINDINGS FROM CONNECT SOCIAL 2024 AMENDMENT 1

Environmental Impact Areas	Compared to the Previously Certified 2024 PEIR
Aesthetics	Same; no new impacts
Agriculture and Forestry Resources	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts
Energy	Same; no new impacts
Geology and Soils	Same; no new impacts
Greenhouse Gas Emissions	Same; no new impacts
Hazards and Hazardous Materials	Same; no new impacts
Hydrology and Water Quality	Same; no new impacts
Land Use and Planning	Same; no new impacts
Mineral Resources	Same; no new impacts
Noise	Same; no new impacts
Population and Housing	Same; no new impacts
Public Services	Same; no new impacts
Parks and Recreation	Same; no new impacts
Transportation	Same; no new impacts
Tribal Cultural Resources	Same; no new impacts
Utilities and Service Systems	Same; no new impacts
Wildfire	Same; no new impacts
Alternatives	Same; no new impacts
Other CEQA Considerations	Same; no new impacts

SCAG staff finds that the changes and additions identified above in Amendment 1 would result in impacts that would fall within the range and severity of environmental impacts and the range of alternatives already identified and addressed in the previously certified 2024 PEIR. Therefore, as reflected in Addendum 1, no significant new environmental impact, and no substantial increase in the severity of physical impacts to the environment beyond those already anticipated, mitigated, and disclosed in the previously certified 2024 PEIR are anticipated to result from the changes and additions identified in Connect SoCal 2024 Amendment 1. Further, each project will be assessed at

the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act, and all applicable regulations. No changes to the CEQA mitigation measures or alternatives contained in the previously certified 2024 PEIR are necessary or proposed.

CONCLUSION:

The environmental assessment and CEQA findings provided above indicate that the projects identified in Connect SoCal 2024 Amendment 1 are programmatically consistent with the analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified 2024 PEIR and that the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the certified 2024 PEIR. Therefore, it is determined that a subsequent or supplemental PEIR is not required and that Addendum 1 to the 2024 PEIR complies with the CEQA requirements and is the appropriate CEQA document for Connect SoCal 2024 Amendment 1.

NEXT STEPS:

Pursuant to the CEQA, Addendum 1 to the 2024 PEIR must be approved prior to the RC's consideration to adopt Connect SoCal 2024 Amendment 1. Since there will be no EEC or RC meeting in October 2024, staff is seeking same-day actions today for the EEC to recommend that the RC adopt Addendum 1 to the 2024 PEIR and then for RC to consider adoption of a resolution to approve Addendum 1 to the 2024 PEIR, and direct staff to carry out administrative tasks for the approval. **The draft resolution is attached to this staff report. A copy of Addendum 1 is published on SCAG's website at: www.scag.ca.gov/peir.**

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2024-2025 Overall Work Program.

ATTACHMENT(S):

1. Resolution No. 24-667-1 2024 PEIR Addendum 1



RESOLUTION NO. 24-667-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM 1 TO THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR CONNECT SOCAL 2024 (STATE CLEARINGHOUSE NO.: 2022100337)

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

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (Government Code) Section 6500 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the six-county region consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties pursuant to Title 23, United States Code (U.S.C.) Section 134 et seq.;

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, U.S.C. Section 134 et seq., Title 49, U.S.C. Section 5303 et seq., and Title 23, Code of Federal Regulations (C.F.R.) Section 450 et seq.;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such is responsible for preparing, adopting, and updating every four years the RTP and Sustainable Communities Strategy (SCS) (RTP/SCS) pursuant to Government Code Section 65080 et seq.;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) as codified in California Public Resources Code Section 21000 et seq. and CEQA Guidelines (California Code Regulations, Title 14, Section 15000 et seq.), SCAG is the Lead Agency responsible for preparing the Program Environmental Impact Report (PEIR) for the RTP/SCS;

WHEREAS, on April 4, 2024, SCAG Regional Council certified the Final PEIR for the 2024-2050 RTP/SCS (Connect SoCal 2024) (State Clearinghouse #2022100337), in accordance with applicable provisions of CEQA, Cal. Pub. Res. Code Section 21000 et seq.;

WHEREAS, when certifying the PEIR for Connect SoCal 2024, the SCAG Regional Council approved Resolution 24-664-1 which is incorporated herein by reference (available at https://scag.ca.gov/sites/main/files/file-attachments/resolution_no. 24-664-1 - certify the final peir for connect social 2024.pdf) to adopt Mitigation Monitoring and Reporting Program, Findings of Fact, and a Statement of Overriding Considerations;

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Art Brown, Buena Park

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

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

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

Attachment: Resolution No. 24-667-1 2024 PEIR Addendum 1 (Recommendation to Adopt Addendum 1 to the Connect SoCal 2024 PEIR)

WHEREAS, on April 4, 2024, SCAG Regional Council also adopted Connect SoCal 2024, including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, since the adoption of Connect SoCal 2024 and the certification of the PEIR staff has received requests from all six county transportation commissions in the SCAG region to amend Connect SoCal 2024 to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the Amendment 1 to the Connect SoCal 2024 (“Amendment 1”), in order to allow such projects to move forward toward the implementation phase;

WHEREAS, when an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, pursuant to CEQA Guidelines Section 15164(a), an addendum may be prepared by the lead agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred set forth under CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR;

WHEREAS, SCAG staff determined and for the reasons set forth in Addendum 1 to the PEIR for Connect SoCal 2024, an addendum is the appropriate CEQA document for Amendment 1 to Connect SoCal 2024 because the proposed project revisions set forth in Amendment 1 do not meet the conditions of CEQA Guidelines Sections 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

WHEREAS, SCAG has finalized Addendum 1 to the PEIR for Connect SoCal 2024, incorporated herein by this reference, to address the proposed changes to Connect SoCal 2024 as described in Amendment 1;

WHEREAS, an addendum is not required to be circulated for public review;

WHEREAS, on September 5, 2024, the Energy and Environment Committee recommended the Regional Council adopt this Resolution to approve Addendum 1 to the PEIR for Connect SoCal 2024 (State Clearinghouse #2022100337); and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum 1 with the previously certified PEIR for Connect SoCal 2024 prior to making a decision on Amendment 1 for Connect SoCal 2024.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds as follows:

1. Addendum 1 to the PEIR for Connect SoCal 2024 has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment 1 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum 1; such proposed changes in Amendment 1 are consistent with the analysis, mitigation measures, alternatives, Finding of Facts, and Statement of Overriding Considerations contained in the certified PEIR for Connect SoCal 2024; and thus, a subsequent or supplemental EIR is not required and Addendum 1 to the previously certified PEIR for Connect SoCal 2024 fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of September 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 6
REPORT

Southern California Association of Governments
September 5, 2024

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

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

Subject: Transportation Conformity Determinations of Proposed Final 2025
Federal Transportation Improvement Program (FTIP) and Proposed Final
Connect SoCal 2024 Amendment 1

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 1; and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration and Federal Transit Administration for final approval.

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 1; and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration and Federal Transit Administration for final approval.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

As the Metropolitan Planning Organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the associated transportation conformity analyses, in cooperation with the State Department of Transportation (Caltrans), the county transportation commissions, and public transit operators.

Pursuant to federal and state law, SCAG, in cooperation with the county transportation commissions and stakeholders, has developed the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 1, including the associated transportation conformity analyses. On June 6, 2024, the Regional Council (RC) authorized the release of the draft transportation conformity analyses of the draft 2025 FTIP and the draft Connect SoCal 2024 Amendment 1 for a 30-day public review and comment period spanning July 12, 2024 through August 12, 2024. SCAG received a total of 21 comments on the draft 2025 FTIP: five general and 16 project specific comments. SCAG staff has worked closely with the county transportation commissions to address all comments. Based on a review and analysis of the comments, the comments were for the most part technical in nature and did not raise issues that affect the associated transportation conformity analyses. SCAG staff does not anticipate significant changes to the proposed final 2025 FTIP as a result of the comments. SCAG also received eight comments on the draft Connect SoCal 2024 Amendment 1: one on demographics and growth forecast, six project specific comments, and one general comment. The comments on the draft Amendment 1 were also technical in nature and did not affect transportation conformity analyses. Staff does not anticipate significant changes to the proposed final Amendment 1 as a result of the comments. Furthermore, SCAG staff has determined that the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 meet all federal transportation conformity requirements.

At the Transportation Committee (TC) meeting today, SCAG staff is presenting a final summary of public comments and responses and seeking the TC's recommendation that the RC approve the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1. Because there will be no RC meeting in October 2024, staff is seeking the EEC's recommendation that the RC approve the transportation conformity analyses and then the RC's approval of the transportation conformity analyses on the same day today.

BACKGROUND:

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

In consultation and continuous communication with the county transportation commissions throughout the region, staff has developed the proposed final 2025 FTIP over the past several months. The proposed final 2025 FTIP is a programming document totaling \$38.8 billion in programming and containing over 1,100 projects covering a six (6) year period. The 2025 FTIP includes 25 projects for Imperial County programmed at \$39.5 million; 670 projects for Los Angeles County programmed at \$22.2 billion; 66 projects for Orange County programmed at \$1.6 billion;

135 projects for Riverside County programmed at \$8.1 billion; 132 projects for San Bernardino County programmed at \$5.4 billion; and 99 projects for Ventura County programmed at \$1.3 billion.

Concurrent with the proposed final 2025 FTIP, staff has also developed the proposed final Connect SoCal 2024 Amendment 1, which serves as a consistency amendment to the 2025 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2025 FTIP. The proposed final Connect SoCal 2024 Amendment 1 consists of 351 project modifications. Of these, 15 projects have been deleted and 21 new projects have been added.

Under the U.S. Department of Transportation's (US DOT) metropolitan planning regulations and the U.S. Environmental Protection Agency's (US EPA) transportation conformity regulations, the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 must pass five required transportation conformity tests: (1) consistency with the adopted Connect SoCal 2024, (2) regional emissions analysis, (3) timely implementation of transportation control measures, (4) financial constraint, and (5) interagency consultation and public involvement.

Pursuant to applicable federal transportation conformity regulations, staff developed the federally required transportation conformity analyses for the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1. The draft analyses relied on and updated the transportation conformity analysis for Connect SoCal 2024, which received final federal approval on May 10, 2024. As recommended by the TC and the EEC at their respective meetings on June 6, 2024, the RC authorized the release of the draft 2025 FTIP and the draft Connect SoCal 2024 Amendment 1, including the associated draft transportation conformity analyses for a 30-day public review and comment period from July 12, 2024 to August 12, 2024. Staff held two public hearings, each providing the same information, on July 23, 2024 and July 30, 2024 during the public review and comment period. These public hearing were publicly noticed in numerous newspapers throughout the region. The public notices were published in English, Spanish, Korean, Chinese, and Vietnamese languages.

SCAG received a total of 21 comments on the draft 2025 FTIP: five general comments and 16 project specific comments. The comments were for the most part technical in nature and did not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. SCAG staff has worked closely with the county transportation commissions to address the comments and has provided responses to all comments in the proposed final 2025 FTIP. All minor and technical changes to projects will be addressed in Amendment 1 of the 2025 FTIP. SCAG received eight comments on the draft Connect SoCal 2020 Amendment 1: one (1) on demographics and growth forecast, one general comment, and six project specific comments. These comments were also technical in nature, and no comment affected transportation conformity.

Based on a review of the public comments on the draft 2025 FTIP and draft Amendment 1, staff has finalized the federally required transportation conformity analyses and determined that the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 continue to meet all five required transportation conformity tests. Therefore, they demonstrate positive transportation conformity.

At their respective meetings today, the TC is considering whether to recommend the RC approve the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1. On a separate but parallel track, the EEC is considering whether to recommend the RC approve the associated proposed final transportation conformity determinations portion. Since there will be no RC meeting in October 2024, staff is seeking the RC's consideration to approve the proposed final transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 on the same day today, and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for final approval.

Upon adoption by the RC, the transportation conformity determinations of the 2025 FTIP and Connect SoCal 2024 Amendment 1 will be submitted to the FHWA/FTA for final federal approval. Federal approval of the 2025 FTIP and Connect SoCal 2024 Amendment 1 is expected to occur in December 2024. Once approved by the federal agencies, the 2025 FTIP and Connect SoCal 2024 Amendment 1 will allow projects to receive the necessary federal approval and move forward towards implementation.

The proposed final 2025 FTIP is accessible at:

www.scag.ca.gov/2025-ftip

The proposed final Connect SoCal 2024 Amendment 1 is available at:

<https://scag.ca.gov/connect-socal>

FISCAL IMPACT:

Work associated with this item is included in the current FY 2024-25 Overall Work Program (25-025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 7 REPORT

Southern California Association of Governments
September 5, 2024

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Approval of 2025 Federal Transportation Improvement Program (FTIP)
and Amendment 1 to Connect SoCal 2024

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council (RC) approve the 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 1.

RECOMMENDED ACTION FOR RC:

Approve the 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 1.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

As the metropolitan planning organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) in cooperation with the State Department of Transportation (Caltrans), the county transportation commissions, and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed final 2025 FTIP and proposed final Amendment 1 to the Connect SoCal 2024 (2024 RTP/SCS). The 2025 FTIP is a multimodal list of capital investment projects totaling over \$38.8 billion in programming and contains over 1,100 projects covering a six (6) year period. The county transportation commissions are principally responsible for prioritizing and determining the projects that go into their respective county Transportation Improvement Programs (TIPs) to be included in the FTIP.

On July 12, 2024, SCAG released the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1, including the associated transportation conformity analyses, for a 30-day public review and comment period spanning July 12, 2024, through August 12, 2024. The draft 2025 FTIP received 21

comments: five general and 16 project specific. The draft Connect SoCal 2024 Amendment 1 received eight comments: one on demographics and growth forecast, one general and, six project specific. No comment affects transportation conformity analyses.

In order to meet a statewide deadline and given the absence of Transportation Committee (TC) and Regional Council (RC) meetings in October 2024, SCAG staff seeks the TC's recommendation for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity determinations (through the Energy and Environment Committee) and then subsequently for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity determinations.

BACKGROUND:

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

Over the past several months, SCAG staff worked in consultation and continuous communication with the county transportation commissions throughout the region to develop the proposed final 2025 FTIP. The proposed final 2025 FTIP is a programming document totaling \$38.8 billion in programming and containing over 1,100 projects covering a six-year period. The proposed final 2025 FTIP includes 25 projects for Imperial County programmed at \$39.5 million; 670 projects for Los Angeles County programmed at \$22.2 billion; 66 projects for Orange County programmed at \$1.6 billion; 135 projects for Riverside County programmed at \$8.1 billion; 132 projects for San Bernardino County programmed at \$5.4 billion; and 99 projects for Ventura County programmed at \$1.3 billion.

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

extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

In July 2020, SCAG’s RC adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. As a precursor to addressing equity in FTIP programming, some fund sources—such as Senate Bill 1 (SB 1, Beall, Chapter 5, Statutes of 2017) and SCAG-selected Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Surface Transportation Block Grant (STBG) funded programs—have included equity-related requirements and continue to integrate more substantive equity criteria to award funding. The 2025 FTIP includes more advanced database analytics combined with spatial analysis that evaluate investments across the region and are focused in under resourced or underserved areas. SCAG has initiated an FTIP mapping tool through the updated e-FTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes SCAG staff make to the FTIP process involving equity will continue to be done in collaboration with the county transportation commissions.

Concurrent with the proposed final 2025 FTIP, staff has also developed the proposed final Amendment 1 to Connect SoCal 2024. Connect SoCal 2024 Amendment 1 serves as a consistency amendment to the 2025 FTIP and allows for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the 2023 FTIP that will be carried forward as part of the 2025 FTIP. In summary, Amendment 1 consists of 351 project modifications. Of these, 15 projects have been deleted and 21 new projects have been added. Despite project modification, deletions, additions, Connect SoCal 2024 with Amendment 1 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

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

Of the over 1,100 projects in the proposed final 2025 FTIP, 27 projects are new projects. All projects in the 2025 FTIP satisfy all five transportation conformity requirements (which are discussed below) including financial constraint. Note that recommending approval of transportation conformity falls within the purview of and thus will come from the Energy and Environment Committee.

Connect SoCal 2024 Amendment 1 and the 2025 FTIP must meet the following five (5) required transportation conformity tests:

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

On July 12, 2024, SCAG released the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1, including the associated transportation conformity analyses, for a 30-day public review and comment period spanning July 12, 2024, through August 12, 2024. SCAG held two public hearings on July 23, 2024, and on July 30, 2024. The draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 was posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. In summary, the draft 2025 FTIP received 21 comments: five general and 16 project specific. The draft Connect SoCal 2024 Amendment 1 received eight comments: one on demographics and growth forecast, and one general and, six project specific. No comment affects transportation conformity analyses.

As required by California State Statute Assembly Bill 1246 (Statutes of 1976, Chapter 1333), a formal consultation meeting between SCAG, the county transportation commissions, and Caltrans was held on August 16, 2024.

To meet a statewide deadline and given the absence of Transportation Committee (TC) and Regional Council (RC) meetings in October 2024, SCAG staff seeks the TC's recommendation for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1 and then subsequently for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1. On a separate but parallel track, SCAG staff seeks the Energy and Environment Committee's recommendation that RC approve the associated proposed final transportation conformity determinations and then RC approval at their meeting on September 5, 2024. After RC approvals, federal approval of the 2025 FTIP and Connect SoCal 2024 Amendment 1 is expected to occur by December 2024. Once approved by the federal agencies, the 2025 FTIP and Connect SoCal 2024 Amendment 1 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

The proposed final 2025 FTIP is accessible at: [2025 FTIP - Southern California Association of Governments](https://scag.ca.gov/2025-ftip) (<https://scag.ca.gov/2025-ftip>).

The proposed final Connect SoCal 2024 Amendment 1 is accessible at: [Connect SoCal - Southern California Association of Governments](https://scag.ca.gov/connect-socal) (<https://scag.ca.gov/connect-socal>).



FISCAL IMPACT:

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

ATTACHMENT(S):

1. Resolution No. 24-667-2 Connect SoCal 2024 Amendment 1
2. Resolution No. 24-667-3 2025 FTIP
3. 2025 FTIP and Connect SoCal 2024 Amendment 1 Comments and Responses



RESOLUTION NO. 24-667-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 1 TO CONNECT SOCAL 2024 AND ITS CORRESPONDING CONFORMITY DETERMINATIONS

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

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

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Art Brown, Buena Park

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code (U.S.C.) section 134(d) et seq.;

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, U.S.C. section 134 et seq., Title 49, U.S.C. section 5303 et seq., and Title 23, Code of Federal Regulations (C.F.R.) section 450 et seq.;

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

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

Energy & Environment Luis Plancarte County of Imperial

Transportation Tim Sandoval, Pomona

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such is responsible for preparing, adopting, and updating every four years the RTP and Sustainable Communities Strategy (SCS) pursuant to Government Code section 65080 et seq.;

WHEREAS, pursuant to Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) et seq., SCAG prepared an SCS as a component of the RTP document that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board (CARB);

WHEREAS, CARB set the per capita GHG emission reduction targets from automobiles and light trucks for the SCAG region at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035;

WHEREAS, Connect SoCal 2024 must be consistent with all other applicable provisions of federal and state law including but not limited to: (1) The Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141); (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C; (3) Government Code section 65080 et seq.; Public Utilities Code sections 130058 and 130059; and Public Utilities Code section 44243.5; (4) 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. sections 7504 and 7506(c) and (d))] and the United States Environmental Protection Agency (US

EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93; (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. section 324; (6) The Department of Transportation’s Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. section 12101 *et seq.*) and accompanying regulations at 49 C.F.R. sections 27, 37, and 38; (8) Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq.*; and

WHEREAS, in nonattainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on the RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP); and

WHEREAS, transportation conformity of the RTP is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures (TCMs), (3) interagency consultation and public involvement, and (4) financial constraint; and

WHEREAS, on April 4, 2024, the SCAG Regional Council adopted the 2024-2050 RTP/SCS (also referred as Connect SoCal 2024), including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the Connect SoCal 2024 and 2025 FTIP; and

WHEREAS, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2025 FTIP to be consistent with Connect SoCal 2024; and

WHEREAS, the regional emissions analyses for the 2025 FTIP are identical to the regional emissions analyses for the 2024-2050 RTP/SCS. The regional emissions analyses used the EMFAC2021 model developed by CARB and approved by US EPA for regional transportation conformity analysis in California on November 15, 2022 and applied the interim off-model adjustment factors that were developed by CARB and approved by US EPA on May 26, 2023 for MPOs to use for regional transportation conformity determinations. Furthermore, the regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. section 450.330(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given

funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, on June 6, 2024, SCAG's Regional Council authorized the release of the draft Amendment 1 to the 2024 Connect SoCal (herein referred to as "Amendment 1" or "Amendment") for a 30-day public review and comment period; and

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 12, 2024; public notices were emailed to regional stakeholders; the draft Amendment 1 was made available on SCAG's website; and copies were provided for review throughout the region by special request; and

WHEREAS, to the extent that SCAG has received any written comments on the draft Amendment 1, those comments have been responded to, and those comments along with responses are summarized in the final version of the Amendment; and

WHEREAS, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. section 134(c) (3) and 23 C.F.R. section 450.312; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendment development process; and

WHEREAS, the Amendment 1 includes a financial plan identifying the financial impact of the changes contained in the Amendment 1; and

WHEREAS, the Amendment 1 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by ARB and found to be adequate or approved by the US EPA, this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, the conformity analysis of Amendment 1 has been conducted simultaneously with that for the 2025 FTIP in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2025 FTIP and the proposed final Amendment 1 were considered by SCAG's Energy and Environment Committee (EEC). At its September 5, 2024, meeting SCAG's EEC approved staff's recommended action that the Regional Council approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Amendment 1 and direct staff to submit to the FHWA and FTA; and

WHEREAS, SCAG's Regional Council has reviewed the Amendment 1 and related staff reports and materials, which are incorporated herein by this reference.

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

1. The Regional Council approves Amendment 1 to Connect SoCal 2024 for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment, the Regional Council finds as follows:
 - a. Amendment 1 to Connect SoCal 2024 comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions; and
 - b. Amendment 1 to Connect SoCal 2024 comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq.* by achieving per capita GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035; and
 - c. Amendment 1 to Connect SoCal 2024 is consistent with the policies, programs, and projects in the federally approved Connect SoCal 2024 as amended and meet all federal and state requirements and regulations.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment 1 to Connect SoCal 2024. In making this determination, the Regional Council finds as follows:
 - a. Amendment 1 to Connect SoCal 2024 pass the four tests and analyses required for transportation conformity, namely: regional emissions analysis, timely implementation of Transportation Control Measures, interagency consultation and public involvement, and financial constraint analysis.
3. SCAG's Executive Director or his designee is authorized to transmit Amendment 1 to Connect SoCal 2024 and associated conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and US EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 5th day of September 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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RESOLUTION NO. 24-667-3

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
2024-25 THROUGH 2029-30 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (2025 FTIP)**

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. section 134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. section 134 *et seq.*, 49 U.S.C. section 5303 *et seq.*, and 23 C.F.R. section 450.312; and

WHEREAS, under state law, SCAG is the multicounty designated transportation planning agency and, as such, is responsible for preparation of the RTP/SCS under California Government Code section 65080 *et seq.*, and the FTIP under California Government Code section 65082 and Public Utilities Code section 130301 *et seq.*; and

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. section 134 *et seq.* and implementing regulations under 23 C.F.R Part 450, a MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years and submitted to the United States Secretary of Transportation (Secretary) so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2022/23 – 2027/28 FTIP (2023 FTIP) in October 2022; and

WHEREAS, the 2025 FTIP is an update to the 2023 FTIP, and it is a staged, multi-year, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2024-25, 2025-26, 2026-27, and 2027-28) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional two years (2028-29 and 2029-30) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2025 FTIP is composed of approximately 1,128 transportation projects with \$38.8 billion dollars programmed in fiscal years FY 2024-25 to FY 2027-28; and

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Immediate Past President
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Community, Economic &
Human Development
David J. Shapiro, Calabasas

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

Attachment: Resolution No. 24-667-3 2025 FTIP (Approval of 2025 Federal Transportation Improvement Program (FTIP) and Amendment 1 to

WHEREAS, in a nonattainment or maintenance area designated by the U.S. Environmental Protection Agency (US EPA) for one or more transportation-related criteria pollutants, the MPO, as well as the FHWA and FTA, must make a transportation conformity determination on the RTP and FTIP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP); and

WHEREAS, transportation conformity for the 2025 FTIP is based upon a positive conformity finding with respect to the following tests: (1) consistency with the adopted RTP/SCS as amended, (2) regional emissions analysis, (3) timely implementation of Transportation Control Measures (TCMs), (4) financial constraint, and (5) interagency consultation and public involvement; and

WHEREAS, on April 4, 2024, the SCAG Regional Council adopted the 2024-2050 RTP/SCS (also referred as Connect SoCal 2024), including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, the federally required transportation conformity analysis for the 2025 FTIP relies on and updates the federally approved transportation conformity analysis for 2024-2050 RTP/SCS; and

WHEREAS, 23 U.S.C. section 134(j)(3)(C) and 23 C.F.R. section 450.324(g) requires each project or project phase in the 2025 FTIP to be consistent with the 2024-2050 RTP/SCS as amended; and

WHEREAS, 42 U.S.C. section 7506(c)(1) also requires the 2025 FTIP to conform with the applicable SIPs developed for the federal nonattainment and maintenance areas in the SCAG region; and

WHEREAS, SCAG staff has conducted an analysis of the 2025 FTIP and found that it complies with federal and state metropolitan planning requirements and is consistent with the 2024-2050 RTP/SCS as amended and its policies, programs, strategies, and projects; and

WHEREAS, the latest planning assumptions, transportation modeling, and emissions modeling for the 2025 FTIP are identical to those for the 2024-2050 RTP/SCS as amended and updates the regional emissions analysis for the 2024-2050 RTP/SCS; and

WHEREAS, the regional emissions analyses for the 2025 FTIP are identical to the regional emissions analyses for the 2024-2050 RTP/SC. The regional emissions analyses used the EMFAC2021 model developed by the California Air Resources Board (CARB) and approved by US EPA for regional transportation conformity analysis in California on November 15, 2022 and applied the interim off-model adjustment factors that were developed by CARB and approved by U.S. EPA on May 26, 2023 for MPOs to use for regional transportation conformity determinations. Furthermore, the regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet

all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. section 450.330(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, the 2025 FTIP includes a Financial Plan that indicates estimated available resources including resources from public and private sources which are reasonably expected to be available to carry out the 2025 FTIP as required by 23 U.S.C. section 134(h)(2)(b) and 23 C.F.R. section 450.324(e); and

WHEREAS, SCAG has worked concurrently with local, state, and federal jurisdictions in a continuing, cooperative, and comprehensive manner as required by federal and state metropolitan transportation planning provisions; and

WHEREAS, 23 C.F.R. section 450.330(a) requires each MPO to adopt a public participation program. The SCAG's Regional Council adopted an updated Public Participation Plan on April 7, 2022, to serve as a guide for SCAG's public involvement process and provide more explicit details as to SCAG's strategies, procedures, and techniques for public participation on the RTP/SCS, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105 as well as the provisions of SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies throughout the 2025 FTIP development process, which involved discussion of a draft of the 2025 FTIP and a proposed final 2025 FTIP with the Transportation Conformity Working Group (a primary regional forum for implementing the interagency consultation requirements). In addition, the Transportation Committee and SCAG's Regional Council authorized the release of the Draft 2025 FTIP for a 30-day public review and comment period on June 6, 2024. The Draft 2025 FTIP was available for public review and comment from July 12 to August 12, 2024 during which time SCAG held two (2) public hearings regarding the Draft 2025 FTIP on July 23, 2024 and July 30, 2024 respectively; and

WHEREAS, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2025 FTIP; and

WHEREAS, projects in the 2025 FTIP satisfy the transportation conformity provisions of 40 C.F.R. section 93.122(g) and all applicable transportation planning requirements per 23 C.F.R. Part 450 including the establishment of performance management targets for safety performance measures for all public roads in the planning region; and

WHEREAS, SCAG encourages the CTCs to use equity-oriented criteria that meet the spirit and goals of Resolution No. 20-623-2 and the adopted Racial Equity Early Action Plan (EAP) approved by SCAG’s Regional Council in May 2021, which should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects, in selecting and prioritizing projects for inclusion in the County TIPs; and

WHEREAS, the conformity analysis of the 2025 FTIP has been conducted simultaneously with that for the Amendment No. 1 to the 2024-2050 RTP/SCS in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2025 FTIP and the proposed final Amendment No. 1 to the 2024-2050 RTP/SCS were considered by SCAG’s Energy and Environment Committee (EEC). At its September 5, 2024 meeting, SCAG’s EEC approved staff’s recommended action that the Regional Council approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Amendment No. 1 to the 2024-2050 RTP/SCS and direct staff to submit to the FHWA and FTA for approvals at its September 5, 2024 meeting; and

WHEREAS, SCAG’s Regional Council has reviewed the final 2025 FTIP and related staff reports and materials, which are incorporated herein by this reference; and

WHEREAS, the Regional Council has and hereby grants authority to SCAG’s Executive Director to approve FTIP amendments and associated transportation conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP; and

WHEREAS, the Regional Council has and hereby accepts delegation from Caltrans and delegates authority to SCAG’s Executive Director to approve FTIP Administrative Modifications for submittal into the FSTIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans.

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

1. The Regional Council approves and adopts the 2025 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2025 FTIP, the Regional Council finds as follows:
 - a. The 2025 FTIP complies with all applicable federal and state requirements and regulations; and
 - b. The 2025 FTIP implements and is consistent with SCAG’s 2024-2050 RTP/SCS as amended; and

- c. The 2025 FTIP passes the five tests required for transportation conformity tests, namely: consistency with the adopted 2024-2050 RTP/SCS as amended, regional emissions analysis, timely implementation of Transportation Control Measures, financial constraint analysis, and interagency consultation and public involvement, and demonstrates positive transportation conformity.
- 2. In approving the 2025 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.
- 3. SCAG’s Executive Director or his designee shall transmit the 2025 FTIP and associated transportation conformity determination to the Federal Transit Administration and the Federal Highway Administration to make the final transportation conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of September 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

2025 Federal Transportation Improvement Program


Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
2025-01	Project Specific	7/23/2024	Martha Masters	Riverside County Transportation Commission	Email	Thank you for the opportunity to provide a public comment to the 2025 FTIP. RCTC is requesting SCAG to allow us to correct the programming of RIV170901 as CON should have been programmed in 27/28 and other funds need to be programmed in 25/26 for PE. The main reason this has to be corrected now is because the TCM Committed designation needs to be corrected in 25-00 to TCM only. We have communicated with Rongsheng about this, and he recommended to correct it through the public comment period. He stated the correction will not require conformity review.	Comment noted. Project was SCAG selected in the FY24 call for projects. The project has been rejected for RCTC to make the changes to the programming years based on approval from SCAG Transportation Conformity staff and correct the TCM Committed designation in 25-00 to TCM only. In addition, RIV170901 is removed from Table 52, Riverside County New TCMs, in the 2025 FTIP Technical Appendix - Volume II. Such a removal is technical in nature and do not raise issues that affect transportation conformity analysis or determination for the 2025 FTIP.
2025-02	General	7/30/2024	Edgar Becerra	Private Citizen	Public Hearing	The Beach Blvd Corridor between La Habra and Huntington Beach is super important to me and I would like to see bike enhancements in the transportation plan for that corridor and that's basically in Caltrans District 12 but I did not see that in either of the FTIP or Amendment 1.	Comment noted. Your comment has been forwarded to Caltrans District 12 and the Orange County Transportation Authority for consideration.
2025-03	General	8/8/2024	Erika Espinosa Araiza	Caltrans Air Quality Branch	Email	Hi Pablo/ Rongsheng, Please find the following comments from Caltrans AQ- branch. Thank you. Vaik Renga, PE, SE	Comment noted.

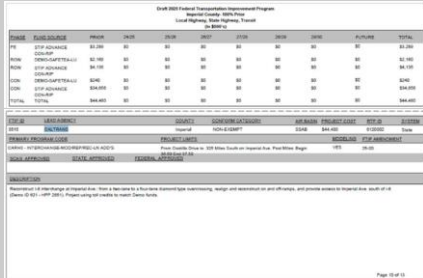
Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>Hello Vaik,</p> <p>The Air Quality Branch has completed a quality assurance review of conformity analysis for the Draft 2025 FTIP and Connect SoCal 2024 Amendment 1. Can you please include our comments in your email to SCAG?</p> <ol style="list-style-type: none"> 93.104 (b, c): Please confirm the date of the last prior conformity finding as both April 4th, 2024 and May 10th, 2024 are noted in the documents referenced. A copy of the signed/adopted MPO resolution is required. 93.106: Please explain how Table 10 and Table 11 address this requirement: "If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called 'horizon years.' 	<ol style="list-style-type: none"> 93.104 (b, c): References that SCAG Regional Council adoption on April 4, 2024 and that final federal approval on May 10, 2024 are added. Signed/adopted resolution is included. The regional transportation system in the SCAG region includes both the highway network and the transit network. The highway network consists of freeways/toll roads, HOV/HOT lanes, arterials, and collectors, while the transit network consists of local buses, express buses, passenger rails, and high speed rails. The applicable planning horizon years for the 2025 FTIP and the Connect SoCal Amendment 1 include 2025, 2026, 2031, 2032, 2035, 2037, 2040, 2045, and 2050. Table 10 and Table 11 specifically describe the transportation system

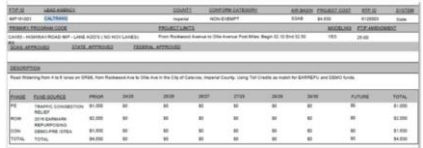

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						<p>3. 93.106 (a)(2)(ii): Unable to locate documentation that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.</p> <p>4. 93.114 We recommend including a sentence within the conformity analysis or in the conformity analysis documentation checklist clarifying if the analyses performed for the TIP is consistent with the analysis for the Plan.</p> <p>5. 93.122 (b)(2)2 Table 17b can also be used to satisfy this requirement.</p>	<p>envisioned for each of the applicable planning horizon years by documenting the highway capacity in terms of lane miles by highway classification and the transit capacity in terms of transit route pattern miles by transit classification, respectively.</p> <p>3. 93.106 (a)(2)(ii): Table 1 in the Connect SoCal 2024 Amendment 1 report, which is posted on SCAG's website at https://scag.ca.gov/connect-social summarizes all design concept and project scope modifications to the FTIP projects, while Table 2 documents summarizes all design concept and project scope modifications to financially constrained projects in Connect SoCal 2024.</p> <p>4. 93.114 The following sentence is added in the Comments column under 93.114 in the Conformity Check List: The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.</p> <p>5. 93.122 (b)(2)2 The following sentence is added in the Page column under 93.122(b)(2):</p>

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						<p>6. 93.115 Please explain why Table 10 and Table 11 is relevant to this section.</p> <p>7. 93.122 (a)(1) We recommend including Section II.8 and tables included in this section as it relates to the requirements.</p> <p>Thank you for your help.</p> <p>Best, Erika Espinosa Araiza</p>	<p>2025 FTIP Technical Appendix Volume II, Table 17b: Summary of Latest Planning Assumptions.</p> <p>6. 93.115 The following sentence is deleted in the Page column under 93.115: For projects, please see Section II.6.2 on transportation network; Table 10: Summary of Highway Network Lanes; and Table 11: Summary of Transit Route Pattern Miles in the 2025 FTIP Technical Appendix Volume II.</p> <p>7. 93.122 (a)(1) The following sentence is added in the Page column under 93.122(a)(1): A listing of modeled projects in the 2025 FTIP is in the 2025 FTIP Technical Appendix Volume II, Section 11.8.</p>
2025-04	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>The Imperial County Transportation Commission Long Range Transportation Plan lists some projects that may be worth including. Some examples are:</p> <ul style="list-style-type: none"> - Middle Mile Broadband Projects: RH-19 SR 86 Middle Mile Broadband, RH-20 SR 111 Middle Mile Broadband, RH-21 SR 115 Middle Mile Broadband, RH-22 SR 78 Middle Mile Broadband, and RH-23 I-8 Middle Mile Broadband. - RH-1 Forrester Road Improvements – Operational 	<p>Comment noted. The Imperial County Transportation Commission (ICTC) can program projects into the FTIP as appropriate consistent with the approved 2024 RTP/SCS.</p>

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						Improvements to Forrester Road from I-8 to SR 78. - The Draft FTIP does list a related project on page 5 of the Technical Appendix Volume III Part B: HBP-ID 4297 Bride No. 58C0014 Forrester Road over Westside Main Canal, 0.6m N/O Keystone Rd.	
2025-05	General	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume II, pg. 346: Map 1 could be clearer, particularly when zoomed in to Imperial County.	Comments noted. We will attempt to increase resolution for the final. Note that interactive map on https://scag.ecointeractive.com/home/ is a good means of zooming into mapped FTIP projects.
2025-06	General	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part A, pgs. 280-339: The project listings should be labeled for Los Angeles County, not Imperial County.	Comment noted. The headings have been corrected.
2025-07	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part A, pg. 456: Project FTIP ID 515, Reconstruct the I-8 interchange at Imperial Ave., is listed in the "100% Prior" section. This project was completed as a standard 4-lane overcrossing, not as a diamond type overcrossing as stated in the final Connect SoCal 2024 Plan chapter 2, pg. 67.	Comment noted. SCAG will work with ICTC to update the project to Completed via Amendment #25-01. ICTC has confirmed that the Project Programming Request (PPR) states "4-lane diamond type overcross in the city of El Centro".
2025-08	General	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part B, on the 22/23-27/28 Highway Bridge program listing cover sheets: The Caltrans Assistance webpage link for the FTIP lump backup list does not appear to work. Please refer to Note 1 on pgs. 4, 9, 263, and 321 and Note 2 on page 113.	Comment noted. These are the URLs Caltrans put on the cover pages of their HBP listings, so SCAG cannot update it. SCAG will provide the correct URL elsewhere on these pages. Note that SCAG does not control the Caltrans webpage links

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							and cannot ensure that the links will continue to work in the future.																																													
2025-09	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>Technical Appendix Volume III Part B: The following LA County SHOPP project listing \$ amounts are not consistent with what Caltrans submitted to Metro (pdf attached for reference). Please update the highlighted projects below.</p> <table border="1"> <thead> <tr> <th>Group List</th> <th>Draft 2025 FTIP</th> <th>D7 Submittal</th> </tr> </thead> <tbody> <tr> <td>LALS01</td> <td>\$ 86,234</td> <td>\$ 84,388</td> </tr> <tr> <td>LALS02</td> <td>\$ 1,314,728</td> <td>\$ 1,300,217</td> </tr> <tr> <td>LALS03</td> <td>\$ 5,821</td> <td>\$ 5,821</td> </tr> <tr> <td>LALS04</td> <td>\$ 1,135,349</td> <td>\$ 1,158,255</td> </tr> <tr> <td>LALS06</td> <td>\$ 468,233</td> <td>\$ 453,910</td> </tr> <tr> <td>LALS07</td> <td>\$ 273,640</td> <td>\$ 266,766</td> </tr> <tr> <td>LALS08</td> <td>\$ 111,907</td> <td>\$ 83,489</td> </tr> <tr> <td>LALS09</td> <td>\$ 6,593</td> <td>\$ 6,593</td> </tr> <tr> <td>VENLS02</td> <td>\$ 195,145</td> <td>\$ 195,145</td> </tr> <tr> <td>VENLS03</td> <td>\$ 109,289</td> <td>\$ 109,289</td> </tr> <tr> <td>VENLS05</td> <td>\$ 92,245</td> <td>\$ 92,245</td> </tr> <tr> <td>VENLS08</td> <td>\$ 82,250</td> <td>\$ 82,250</td> </tr> <tr> <td>VENLS10</td> <td>\$ 79,844</td> <td>\$ 79,844</td> </tr> <tr> <td>VENLS13</td> <td>\$ 1,570</td> <td>\$ 1,570</td> </tr> </tbody> </table>	Group List	Draft 2025 FTIP	D7 Submittal	LALS01	\$ 86,234	\$ 84,388	LALS02	\$ 1,314,728	\$ 1,300,217	LALS03	\$ 5,821	\$ 5,821	LALS04	\$ 1,135,349	\$ 1,158,255	LALS06	\$ 468,233	\$ 453,910	LALS07	\$ 273,640	\$ 266,766	LALS08	\$ 111,907	\$ 83,489	LALS09	\$ 6,593	\$ 6,593	VENLS02	\$ 195,145	\$ 195,145	VENLS03	\$ 109,289	\$ 109,289	VENLS05	\$ 92,245	\$ 92,245	VENLS08	\$ 82,250	\$ 82,250	VENLS10	\$ 79,844	\$ 79,844	VENLS13	\$ 1,570	\$ 1,570	Comment noted. SHOPP projects are regularly updated in the FTIP. The information included in the draft 2025 FTIP reflects the latest snapshot available at the time of the 2025 FTIP submittal. D-12 should work with Los Angeles County Metropolitan Transportation Authority to program the latest approved SHOPP projects in the Amendment 1 to the 2025 FTIP.
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2025-10	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>Technical Appendix Volume III Part A, pg. 449:</p>  <p>- Coordination with Caltrans District 11 for this bridge restoration project is recommended</p>	Comment noted.																																													
2025-11	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>Technical Appendix Volume III Part A, pgs. 455-456: Please see the following Caltrans projects:</p> <ol style="list-style-type: none"> 1) Project FTIP ID 0515 (I-8 / Imperial Avenue Interchange) (Caltrans EA 11-41040, EFIS ID1112000095) 	Comment noted.																																													

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						<ul style="list-style-type: none"> - End Project Expenditures expected to occur on 12/31/24 (Caltrans Milestone M800) - Final Project Closeout expected to occur on 11/30/25 (Caltrans Milestone M900) - Potential relinquishment of northerly segment of Imperial Avenue (between I-8 and Ocotillo Drive) to City of El Centro. 	
2025-12	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>2) Project FTIP ID IMP161001 (SR-98 Widening from Ollie Avenue to 0.1 Mile East of Rockwood Avenue) (Caltrans EA 11-08028, EFIS ID 1117000085; EA 11-42780, EFIS ID 1117000021)</p> <ul style="list-style-type: none"> - Contract Acceptance expected to occur by 8/30/24 (Caltrans Milestone M600) - End Project Expenditures expected to occur by February 2026 (Caltrans Milestone M800) - Final Project Closeout expected to occur by December 2026 (Caltrans Milestone M900) 	Comment noted.

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2025-13	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>3) Project FTIP ID IMP190201 (SR-186 Realignment and new Bridge over AAC) - Tentative PA&ED date 12/22/24</p> 	Comment noted.
2025-14	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>Please coordinate with Caltrans District 11 to determine if the following projects should be included in the 2025 FTIP:</p> <ul style="list-style-type: none"> - Caltrans SHOPP Project 11-43154 (CTIPS ID 10900004972): In Imperial County on Routes 115, 86, and 111 at various locations. Repaid and add new sidewalk, upgrade Transportation Management System (TMS) elements, add bike lanes, rehabilitate lighting, add crosswalks, and upgrade facilities to Americans with Disabilities Act (ADA) standards. - Caltrans SHOPP Project 11-43140 (CTIPS ID 10900004974): In and near Calexico, from 0.3 mile west of David Navarro Avenue to Route 7. Rehabilitate pavement by grinding and overlaying with Hot Mix Asphalt (HMA), upgrade lighting and traffic signals, replace sign panels, 	Comment noted. SHOPP projects from Caltrans District 11 should be submitted to SCAG via ICTC. The latest approved SHOPP listings are distributed to the county transportation commissions when ready for programming. The programming can take place via an FTIP Administrative Modification Amendment.

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2025-15	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>The following SHOPP Projects are currently in the PID phase. Please coordinate with Caltrans District 11 to determine if these projects should be included in the 2025 FTIP.</p> <table border="1"> <thead> <tr> <th>FPNO</th> <th>EA / Project ID Number</th> <th>District - County - Route</th> <th>Begin FM / End FM</th> <th>Assets (Anchor + Sidelites)</th> <th>Projected RLI FY - RLI Date</th> </tr> </thead> <tbody> <tr> <td>1553</td> <td>43192 / 1123000291</td> <td>11 - IMP - 008</td> <td>\$10,000 / \$28,000</td> <td>Pavement Rehab, Abandon Culverts, Signs, Lighting, Census Station, Mill System, Green Lane Paint, Colorful</td> <td>2028/29 - 5/29/2029</td> </tr> <tr> <td>1550</td> <td>43194 / 1123000293</td> <td>11 - IMP - 086</td> <td>\$37,248 / \$7,824</td> <td>Pavement Rehab, Drainage, Signs, Lighting, Census Stations</td> <td>2028/29 - 5/29/2029</td> </tr> <tr> <td>1556</td> <td>43204 / 1124000032</td> <td>11 - IMP - 078</td> <td>0,000 / 13,170</td> <td>Pavement Rehab, Bridge Inertias, Safety - Rumble Strips, Signs</td> <td>2028/29 - 5/29/2029</td> </tr> <tr> <td>1557</td> <td>42224 / 1124000091 (Dewar Carpenter, Project Manager)</td> <td>11 - IMP - 098</td> <td>\$6,600 / \$6,600</td> <td>Facilities (Midway Wall Maintenance Station)</td> <td>2028/29 - 5/29/2029</td> </tr> <tr> <td>1576</td> <td>43241 / 1124000036 (Lenny Yan / Jorge Perez Valdes, Project Manager)</td> <td>11 - IMP - 098, 115, 007</td> <td>\$5,243 / \$57,017, \$3,201 / \$5,235, 0.0 / \$,823</td> <td>Install Rumble Strips</td> <td>2028/29 - 5/29/2029</td> </tr> <tr> <td>1559</td> <td>43206 / 1124000035</td> <td>11 - IMP - 098, 008</td> <td>\$22 / \$4.5, \$5,100 / \$47,100</td> <td>Bridge Rehabilitation, Deck Repair, Polyester Overlay, Approach Slab Repair, Railing Upgrade, Joint Seal Replacement, and Substructure Repair</td> <td>2029/30 - 4/28/2030</td> </tr> <tr> <td>1540</td> <td>43207 / 1124000036</td> <td>11 - IMP - 008</td> <td>\$0,000R / \$10,000</td> <td>Pavement Rehab, Drainage, Sign Panel Replacement, Guardrail, Roadside Weather Information Station</td> <td>2029/30 - 1/2/2030</td> </tr> <tr> <td>1542</td> <td>43208 / 1124000037</td> <td>11 - IMP - 086</td> <td>\$2,323 / 17,998</td> <td>Pavement Rehab, Bicycle and Pedestrian Infrastructure Improvements, ADA</td> <td>2029/30 - 4/28/2030</td> </tr> <tr> <td>1563</td> <td>43209 / 1124000038</td> <td>11 - IMP - 086</td> <td>\$7,998 / \$31,84</td> <td>Pavement Preservation, Traffic Signals, Bicycle and Pedestrian Infrastructure Improvements</td> <td>2029/30 - 4/28/2030</td> </tr> <tr> <td>1404</td> <td>43099 / 1119000020 (Mitsuo Nakajima, Project Manager)</td> <td>11 - IMP - 086</td> <td>\$1 / 0.8</td> <td>Relinquishment</td> <td>2024/27</td> </tr> </tbody> </table>	FPNO	EA / Project ID Number	District - County - Route	Begin FM / End FM	Assets (Anchor + Sidelites)	Projected RLI FY - RLI Date	1553	43192 / 1123000291	11 - IMP - 008	\$10,000 / \$28,000	Pavement Rehab, Abandon Culverts, Signs, Lighting, Census Station, Mill System, Green Lane Paint, Colorful	2028/29 - 5/29/2029	1550	43194 / 1123000293	11 - IMP - 086	\$37,248 / \$7,824	Pavement Rehab, Drainage, Signs, Lighting, Census Stations	2028/29 - 5/29/2029	1556	43204 / 1124000032	11 - IMP - 078	0,000 / 13,170	Pavement Rehab, Bridge Inertias, Safety - Rumble Strips, Signs	2028/29 - 5/29/2029	1557	42224 / 1124000091 (Dewar Carpenter, Project Manager)	11 - IMP - 098	\$6,600 / \$6,600	Facilities (Midway Wall Maintenance Station)	2028/29 - 5/29/2029	1576	43241 / 1124000036 (Lenny Yan / Jorge Perez Valdes, Project Manager)	11 - IMP - 098, 115, 007	\$5,243 / \$57,017, \$3,201 / \$5,235, 0.0 / \$,823	Install Rumble Strips	2028/29 - 5/29/2029	1559	43206 / 1124000035	11 - IMP - 098, 008	\$22 / \$4.5, \$5,100 / \$47,100	Bridge Rehabilitation, Deck Repair, Polyester Overlay, Approach Slab Repair, Railing Upgrade, Joint Seal Replacement, and Substructure Repair	2029/30 - 4/28/2030	1540	43207 / 1124000036	11 - IMP - 008	\$0,000R / \$10,000	Pavement Rehab, Drainage, Sign Panel Replacement, Guardrail, Roadside Weather Information Station	2029/30 - 1/2/2030	1542	43208 / 1124000037	11 - IMP - 086	\$2,323 / 17,998	Pavement Rehab, Bicycle and Pedestrian Infrastructure Improvements, ADA	2029/30 - 4/28/2030	1563	43209 / 1124000038	11 - IMP - 086	\$7,998 / \$31,84	Pavement Preservation, Traffic Signals, Bicycle and Pedestrian Infrastructure Improvements	2029/30 - 4/28/2030	1404	43099 / 1119000020 (Mitsuo Nakajima, Project Manager)	11 - IMP - 086	\$1 / 0.8	Relinquishment	2024/27	<p>Comment noted.</p> <p>The latest approved SHOPP listings is distributed to the county transportation commissions when ready for programming. The programming can take place via an FTIP Administrative Modification Amendment.</p>
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2025-16	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	<p>Please be aware of the following projects:</p> <ul style="list-style-type: none"> - There is a State-sponsored PSR-PDS currently in progress that proposes travel circulation improvements near the Calexico West port of Entry (POE). <table border="1"> <thead> <tr> <th>FPNO</th> <th>EA / Project ID Number</th> <th>District - County - Route</th> <th>Begin FM / End FM</th> <th>Assets (Anchor + Sidelites)</th> <th>Projected RLI FY - RLI Date</th> </tr> </thead> <tbody> <tr> <td>1565</td> <td>43220 / 1124000047</td> <td>11 - IMP - 111, 98</td> <td>\$0.2 / \$1.2, \$1.9 / \$2.4</td> <td>State Sponsored</td> <td>No Funding Yet</td> </tr> </tbody> </table> <ul style="list-style-type: none"> - Project 11-42630K proposes various improvements to Forrester 	FPNO	EA / Project ID Number	District - County - Route	Begin FM / End FM	Assets (Anchor + Sidelites)	Projected RLI FY - RLI Date	1565	43220 / 1124000047	11 - IMP - 111, 98	\$0.2 / \$1.2, \$1.9 / \$2.4	State Sponsored	No Funding Yet	<p>Comment noted.</p>																																																						
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PPNO	EA / Project ID Number	District - County - Route	Begin PM / End PM	Assets (Anchor + Schedules)	Projected RIL FY - RIL Date														
1270	42630 / 1116000134 (Melina Parrera, Project Manager)	11 - IMP - 056	6.0 / 28.0																
2025-17	Project Specific	8/12/2024	Kristeen Penrod	SC Wildlands	Email	<p>Many thanks for the opportunity to comment on the draft 2025 Federal Transportation Improvement Plan (FTIP) and the Draft Connect SoCal 2024 Amendment #1. The FTIP would help implement roughly 1,100 transportation projects for fiscal years 2024/25 – 2029/30 as planned in the Connect SoCal 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which the Southern California Association of Governments (SCAG) adopted on April 4, 2024.</p> <p>Numerous transportation projects listed in the Draft FTIP and Connect SoCal Amendment 1 overlap the South Coast Missing Linkages (Beier et al. 2006, SC Wildlands 2008) and A Linkage Network for the California</p>	<p>Comment noted. The Green Region Resource Areas (GRRAs) identified in SCAG's Connect SoCal 2024 (2024 RTP/SCS) were created to inform and provide considerations for local jurisdictions when planning for land use growth. Although the GRRAs are a component of Connect SoCal 2024, they do not create a requirement for transportation projects programmed in the 2025 FTIP. It may be more appropriate to bring up these considerations during the CEQA and/or NEPA public review processes during scoping or public comment. While there is not a publicly available listing of official project status, in general, the project phase programmed in the current or upcoming year is a good indication of the where projects are on their "life cycle."</p>												

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>Deserts (Penrod et al. 2012), which were included in the Green Region/Resource Areas (GGRAs) adopted in the 2024 RTP/SCS. A number of these projects are also associated with Wildlife Movement Barriers designated by California Department of Fish and Wildlife (2020, 2022). As stated in the 2024 RTP/SCS, “preservation and restoration of GRRAs can reduce risks from climate change and promote future resilience in the region. For instance, preserving natural lands and open space areas helps to sequester climate pollution and also promotes groundwater recharge.”</p> <p>According to a Senior Transportation Planner in Caltrans District 7, not all projects in the Draft FTIP have completed their environmental review process, projects vary from being recently programmed, some are still working on PA&ED or are currently in design, while some are in the initial implementation stage. All existing and future transportation project that overlap habitat areas with 2 or more GGRAs should assess wildlife movement as part of the CEQA process and incorporate wildlife crossing infrastructure to remediate barriers to wildlife movement. There’s a significant</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>variation in terms of projects in different stages of the project life cycle as you can see in the technical appendices of the draft 2025 FTIP. Any projects listed below that have been recently programmed, working on PA&ED or are in early design phases, "</p> <p>"present opportunities to integrate considerations for wildlife connectivity into the final designs, especially if the project has any climate adaptation components (e.g., culvert replacements for assets in poor condition). One of the stated priority actions in California's Pathways to 30x30 is "Transportation modernization projects that create co-benefits for wildlife connectivity and species climate resiliency" (California Natural Resources Agency 2022).</p> <p>SC Wildlands respectfully and formally requests opportunities to work with the transportation and wildlife agencies on the following projects, and any other projects that overlap the South Coast Missing Linkages or Desert Linkage Network:</p> <ol style="list-style-type: none"> 1. RIV060116: Associated with CDFW Priority Wildlife Barrier (W167 El Casco Creek Connection): From Cherry Valley Blvd. to 650' N/O Cherry 	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>Valley Blvd. Post Miles: Begin 2.30 End 4.00 I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING EXTENDING 1800 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 500 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING. ADD WB AUX LANE (CHERRY VALLEY IC TO SINGLETON IC-APPROX. 3200').</p> <p>2. RIV060117A: From I-10 to Singleton Rd Post Miles: Begin 1.50 End 2.30 ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL TRAFFIC SIGNALS (EA: 0F981). Horizontally Realign approximately 3,300 LF of Calimesa Boulevard 400 feet easterly, widen from 1 lane to 2 lane. Install Traffic Signal.</p> <p>3. RIV031202: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): I-10 BYPASS SOUTH (FORMERLY RAMSEY ST. EXT.): CONSTRUCT TWO LANES OF AN ULTIMATE 4-LANE</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>ROADWAY TO PROVIDE A BY-PASS/NETWORK FACILITY FOR THE I-10, APPROX. 1/2 MILE S/O I-10 BETWEEN THE EASTERN END OF THE CITY OF BANNING AND APACHE TRAIL IN CABAZON. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF BRIDGE CROSSINGS AT SMITH CREEK AND SAN GORGONIO RIVER.</p> <p>4. RIV230902: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): In the San Gorgonio Pass for the City of Banning and the Morongo Band of Mission Indians: Construct Cottonwood Ave as a new 6-lane roadway from future Lincoln Street to future Wilson Street (0.8 mi), including 6-lane bridge and ramps across I-10 and 6-lane bridge over UPRR, construct Wilson Street (1.0 mi) as a new 4-lane roadway from Hathaway Street to Cottonwood Ave.</p> <p>5. RIV180103: IN WESTERN RIV CO IN THE CITY OF BANNING - CONSTRUCT SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO WESTWARD AVE AND SUNSET AVE, INCLUDING 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN,</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>AND CONSTRUCTION OF TWO BRIDGES.</p> <p>6. LA0D451: Route 138: From AVE T to ROUTE 18 Post Miles: Begin 51.90 End 69.40 ROUTE 138 FROM AVE. T TO ROUTE 18- WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29 350),12725,12728(= 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3 329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357).</p> <p>7. LA0G1099: High Desert Corridor, an approximately 63-mile east-west multi-purpose corridor from Avenue P-8/SR-14 in LA County to Bear Valley Road/SR-18 in San Bernardino County. This multi-purpose corridor includes TSM/TDM, freeway, expressway, tollway, high-speed rail, green energy transmission/production, and bikeway elements.</p> <p>8. LA0G440: The project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange (I-5 PM 45.4 - 59.0), incorporating an additional northbound truck climbing lane from SR 14 to Calgrove Boulevard and an additional</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14. Includes ITS HUB (I-5 PM 41.4 - 43.8) and extended project limits related to pavement delineation and advanced signage (I-5 PM 45.0 - 59.6).</p> <p>9. VEN190117: IN CAMARILLO WIDEN THE SOUTHBOUND 101 FREEWAY OFF RAMP TO PLEASANT VALLEY ROAD FROM SINGLE LANE TO TWO LANES AND MODIFY SB ON-RAMP TO ACCOMODATE THE CHANGE TO THE OFFRAMP. NON-CAPACITY ENHANCING FOR RIGHT LANE</p> <p>10. VEN131201: ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD TWO HOV LANES, ONE (1) IN EACH DIRECTION, AND AUXILARY LANES AT VARIOUS LOCATIONS. Project will use Toll Credits for STP in FY24/25, 25/26, 26/27 and 27/28.</p> <p>11. VEN34089: IN MOORPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING (0.6 MI) RECONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES</p> <p>Many thanks for the opportunity to provide comments on the Draft FTIP</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						and Amendment 1 to the SoCal Connect. Please add SC Wildlands to your notice list for all future updates to the Project. It wasn't clear from the Project lists in the Appendices of the FTIP where the projects on my list are in the project life cycle. If someone can provide this information, it would be much appreciated.	
2025-18	Project Specific	8/12/2024	Bart Reed and Jeremy Stutes	The Transit Coalition	Email	<p>Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez:</p> <p>The Transit Coalition (TTC) enthusiastically supports the inclusion of the Los Angeles Streetcar project in the 2025 FTIP.</p> <p>As just witnessed with the Paris 2024 Olympics, it is possible to have a car free Olympics and Paralympics, aided by the presence of Paris' zero emission trolley system. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games.</p> <p>Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero emission transit, easily accessible for people of all mobility levels.</p> <p>TTC agrees that SCAG should include LA Streetcar in the 2025</p>	<p>Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LA0G901. Updates to the project can be made via FTIP amendments and submitted to SCAG from the Los Angeles County Metropolitan Transportation Authority (L.A. Metro).</p>

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>FTIP to support delivery of this project in time for these events, and serve all Downtown Los Angeles' visitors, residents and employees for generations.</p> <p>Multiple US cities have completed their streetcar systems within three years. With significant support from the Los Angeles community, the Los Angeles Streetcar (Historic Downtown Streetcar) was approved by over 70% of LA County voters in 2016 as part of Measure M.</p> <p>The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to increase with the development envisioned in the approved DTLA2040 Plan.</p> <p>As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade "roll on / roll off" features of streetcars make them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility.</p> <p>The LA Streetcar will also benefit Los Angeles' economy. Keyser-Marston economic study reported that the LA Streetcar would bring \$1.6 billion in economic benefits to the region and would contribute every year to Measure M sales tax receipts.</p> <p>Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles' DTLA2040 Plan – approved with “no parking minimums” for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city's land, greatly increasing future riders of the LA Streetcar.</p> <p>The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>Center, which will provide immediate sales tax revenues from convention bookings and other visitor economy investments, which would also permanently increase Metro Measure M sales tax receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues.</p> <p>The centrally located LA Streetcar Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, “missing middle” housing and/or other community facilities and amenities in Downtown Los Angeles.</p> <p>In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car.</p> <p>For these reasons, The Coalition supports SCAG including LA Streetcar in the 2025 FTIP.</p>	
2025-19	Project Specific	8/12/2024	Derek E. Benedict	Los Angeles Streetcar, Inc.	Email	Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez:	Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LA0G901.

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>I am writing in support of the inclusion of the Los Angeles Streetcar (Historic Downtown Streetcar) in the 2025 FTIP on behalf of Los Angeles Streetcar, Inc., a 501(c)(3) non-profit corporation formed by a coalition of Downtown property owners, business and civic leaders with the shared goal to design, plan and operate the Downtown L.A. Streetcar system.</p> <p>As we have just witnessed with the Paris 2024 Olympics, it is possible to have a car free Olympics and Paralympics, aided by the presence of Paris' zero emission trolley system. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games. Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero emission transit, easily accessible for people of all mobility levels.</p> <p>We agree with SCAG including LA Streetcar in the 2025 FTIP to support delivery of this project in time for these events, and serve all of Downtown Los Angeles' visitors, residents and employees for generations. Multiple US cities have completed their streetcar systems within three years.</p>	<p>Updates to the project can be made via FTIP amendments and submitted to SCAG from the L.A. Metro.</p>

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>With significant support from the Los Angeles community, the Los Angeles Streetcar was approved by over 70% of LA County voters in 2016 as part of Measure M.</p> <p>The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to increase with the development envisioned in the approved DTLA2040 Plan.</p> <p>As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade “roll on / roll off” features of streetcars makes them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility. Investment in universally accessible transit such as the LA Streetcar, which will</p>	

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						<p>serve people of all mobilities using multiple travel modes, will improve the travel experience for everyone.</p> <p>The LA Streetcar will also benefit Los Angeles' economy. Keyser-Marston economic study reported that the LA Streetcar would bring \$1.6 billion in economic benefits to the region and would contribute every year to Measure M sales tax receipts.</p> <p>Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles' DTLA2040 Plan – approved with “no parking minimums” for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city's land, greatly increasing future riders of the LA Streetcar.</p> <p>The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention Center, which will provide immediate sales tax revenues from convention bookings and other</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>visitor economy investments, which would also permanently increase Metro’s Measure M sales tax receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues.</p> <p>The LA Streetcar’s centrally-located Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, “missing middle” housing and/or other community facilities and amenities in Downtown Los Angeles.</p> <p>In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car.</p> <p>For these reasons, we wholeheartedly support SCAG including LA Streetcar in the 2025 FTIP.</p>	
2025-20	Project Specific	8/12/2024	Eli Lipmen	Move LA	Email	Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez:	Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LAOG901. Updates to the project can be made

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>I am writing on behalf of Move LA, a nonprofit transit justice organization, in support of the inclusion of the LA Streetcar in the 2025 FTIP.</p> <p>As we have just witnessed with the Paris 2024 Olympics, it is possible to have a car-free Olympics and Paralympics. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games. Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero-emission transit that is easily accessible for people of all mobility levels. A streetcar system in and around the multiple game events and hotels will provide seamless accessibility for millions of visitors and ticket holders.</p> <p>We agree with SCAG including LA Streetcar in the 2025 FTIP to support delivery of this project in time for these events, and serve all of Downtown Los Angeles' visitors, residents and employees for generations. Multiple US cities have completed their streetcar systems within three years.</p> <p>With significant support from the Los Angeles community, the Los Angeles Streetcar (Historic</p>	<p>via FTIP amendments and submitted to SCAG from the L.A. Metro.</p>

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>Downtown Streetcar) was approved by over 70% of LA County voters in 2016 as part of Measure M.</p> <p>The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to increase with the development envisioned in the approved DTLA2040 Plan.</p> <p>As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade “roll on / roll off” features of streetcars makes them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility. Investment in universally accessible transit such as the LA Streetcar, which will serve people of all mobilities using multiple travel modes, will improve the travel experience for everyone.</p>	

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						<p>The LA Streetcar will also benefit Los Angeles' economy. Keyser-Marston economic study reported that the LA Streetcar would bring \$1.6 billion in economic benefits to the region, and would contribute every year to Measure M sales tax receipts.</p> <p>Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles' DTLA2040 Plan – approved with “no parking minimums” for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city's land, greatly increasing future riders of the LA Streetcar.</p> <p>The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention Center, which will provide immediate sales tax revenues from convention bookings and other visitor economy investments, which would also permanently increase Metro's Measure M sales tax</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues.</p> <p>The LA Streetcar’s centrally-located Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, “missing middle” housing and/or other community facilities and amenities in Downtown Los Angeles.</p> <p>In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car.</p> <p>For these reasons, we wholeheartedly support SCAG including LA Streetcar in the 2025 FTIP.</p>	
2025-21	Project Specific	8/12/2024	Hilary Norton	FASTLinkDTLA	Email	<p>Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez:</p> <p>I am writing in support of the inclusion of the Los Angeles Streetcar (Historic Downtown Streetcar) in the 2025 FTIP.</p>	<p>Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LA0G901. Updates to the project can be made via FTIP amendments and submitted to SCAG from the L.A. Metro.</p>

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>As we have just witnessed with the Paris 2024 Olympics, it is possible to have a car free Olympics and Paralympics. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games. Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero emission transit, easily accessible for people of all mobility levels.</p> <p>We agree with SCAG including LA Streetcar in the 2025 FTIP to support delivery of this project in time for these events, and serve all of Downtown Los Angeles' visitors, residents and employees for generations. Multiple US cities have completed their streetcar systems within three years.</p> <p>With significant support from the Los Angeles community, the Los Angeles Streetcar was approved by over 70% of LA County voters in 2016 as part of Measure M.</p> <p>The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>increase with the development envisioned in the approved DTLA2040 Plan.</p> <p>As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade “roll on / roll off” features of streetcars makes them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility." "Investment in universally accessible transit such as the LA Streetcar, which will serve people of all mobilities using multiple travel modes, will improve the travel experience for everyone.</p> <p>The LA Streetcar will also benefit Los Angeles’ economy. Keyser-Marston economic study reported that the LA Streetcar would bring \$1.6 billion in economic benefits to the region and would contribute every year to Measure M sales tax receipts.</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles’ DTLA2040 Plan – approved with “no parking minimums” for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city’s land, greatly increasing future riders of the LA Streetcar. These new, more densely developed projects will increase property tax revenues and add new residents, employees and customers in Downtown Los Angeles.</p> <p>The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention Center, which will provide immediate sales tax revenues from convention bookings and other visitor economy investments, which would also permanently increase Metro’s Measure M sales tax receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues.</p>	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						<p>The LA Streetcar’s centrally-located Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, “missing middle” housing and/or other community facilities and amenities in Downtown Los Angeles.</p> <p>In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car.</p> <p>For these reasons, we wholeheartedly support SCAG including LA Streetcar in the 2025 FTIP.</p>	

Connect SoCal 2024 Amendment 1

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
1	Email	Project Specific	Riverside County Transportation Commission	Thank for you for the opportunity to provide a public comment to the 2024 RTP Amendment #1. RCTC is requesting the removal of RTP ID 3160002: Construct 2 High Occupancy Vehicle (HOV) lanes, with 1 in each direction, on I-15 from SR-74 to the I-15/I-215 Junction in	RTP Project ID 3160002 has been removed. The project was a duplicate and therefore removing it does not affect the modeled transportation network. The

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				the 2024 RTP Amendment #1 project list. This is a duplicative entry to RTP ID 420A3S01, which was modeled in the 2024 RTP.	reduced cost from removing the duplicated project is reflected in Table 4: Fiscal Impact Summary.
2	Letter	Project Specific	San Bernardino County Transportation Authority	<p>The San Bernardino County Transportation Authority (SBCTA) appreciates the opportunity to provide comments on the Southern California Association of Governments' (SCAG's) draft Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment 1. We appreciate the working relationship we have had with SCAG during the 2024 RTP/SCS approval process earlier this year. We would like to request that the following project be included in the RTP/SCS Amendment 1 document:</p> <p>I-15 CAJON PASS NORTHBOUND TRUCK CLIMBING LANE EXTENSION PROJECT County: SAN BERNARDINO System: STATE HIGHWAY Lead Agency: SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA) RTP ID: N/A Route # 15 Route Name: INTERSTATE -15 From: 2.7 MILES N. OF KENWOOD Distance: 3.4 MILES To: SR 138 Description: EXTEND THE TRUCK CLIMBING LANE ON I-15 NORTHBOUND FROM 2.7 MILES NORTH OF KENWOOD AVENUE TO SR-138 NB EXIT RAMP, A DISTANCE OF 3.4 MILES Completion year: 2030 Project cost (\$1000s): \$110,000</p> <p>We understand that any modeling of the project may need to be conducted as part of a later amendment but that the project can be listed in the Final RTP/SCS Amendment 1. SBCTA staff appreciates all the amendment efforts by the SCAG staff on the 2024 RTP/SCS. We look forward to</p>	This project has been added to Table 2: Modifications to Financially Constrained Projects. This project is exempt under Section 93.126 therefore not required to be modeled for transportation conformity purposes. The added cost is reflected in Table 4.

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				continuing partnerships with SCAG to implement the projects and programs in the RTP/SCS.	
3	Public Hearing	General	Edgar Becerra	I live in the City of La Habra and the Beach Boulevard Corridor between La Habra and Huntington Beach is super important to me, and I would love to see bike enhancements in the transportation plan for that corridor. And that's basically Caltrans district 12. But I did not see that in either the FTIP or the amendment 1. As part of my comments, I would like to reference the Calbike report below. Thank you! https://www.calbike.org/incomplete-streets-part-2-district-12-ignores-caltrans-policy-on-bike-and-pedestrian-needs/?emci=544d3a9a-1d4a-ef11-86c3-6045bdd9e096&emdi=34964660-dd4a-ef11-86c3-6045bdd9e096&ceid=2178261	Comment noted. Your comment has been forwarded to Caltrans District 12 and the Orange County Transportation Authority for consideration.
4	Email	Project Specific	Orange County Transportation Authority	ORA111207 (241/91 Express Lanes (HOT) Connector) in the modeled projects portion of the technical appendix is showing the length as 3 miles. While in the 25-00 FTIP we have it as the 5.5. Please revise so the length reflects 5.5 miles consistent with the 25-00 FTIP	The project length was updated to be consistent with the 2025 FTIP. The additional length supports signage improvements and does not impact the modeled transportation network.
5	Email	Project Specific	Los Angeles Metropolitan Transportation Authority	On behalf of the City of Inglewood, Metro is requesting that project LA99ITC101, Inglewood Transit Connector, be included in the 2024 RTP/SCS Amendment #1 Public Comment to increase the Total Project Cost from \$1.85B to \$2.05B.	The Inglewood Transit Connector project RTP ID# 1200T100 / FTIP ID# LA99ITC101 has been updated to reflect the project cost increase. The added cost is reflected in Table 4.
6	Email	Project Specific	Los Angeles Metropolitan Transportation Authority	Please see the attached Word document for Metro's submittal of Unconstrained Projects in the 2024 RTP/SCS for Amendment #1. RTP Updates Unconstrained list of Projects (Costs in \$1,000s) Project Description: The Complete LA River Bikepath Project - Project will include a new shared-use path separated from vehicle traffic, enhance existing	Requested projects have been included in Table 3. Modifications to Unconstrained Projects. These additional projects are listed in the unconstrained project list and therefore do not impact the modeled transportation network or impact financial constraint.

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				<p>crosswalks, create new ADA ramps, bike routes & pedestrian amenities. Total Cost: \$169,800 & Completion Year: 2029</p> <p>County: Los Angeles County System: Other Route Name: Riverway – San Fernando Valley Completion Project From: Vanalden Ave To: Forest Lawn Dr at the 134 Freeway Lead Agency: City of Los Angeles</p> <p>Project Description: I-405 Auxiliary Lane Improvements: From Artesia Boulevard to El Segundo Boulevard - Project will construct auxiliary lanes to northbound & southbound I-405 to improve operational deficiencies, mobility & reduce congestion. Total cost: \$147,530 & Completion Year: 2028</p> <p>County: Los Angeles County System: State Highway Route Name: I-405 From: Artesia Blvd PM 16.4 To: I-405/I-105 Separation from PM R20.24 Lead Agency: Caltrans</p> <p>Project Description: Long Beach-East LA Zero Emission Truck Program - heavy-duty truck charging or fueling stations within the Long Beach-East LA Corridor. Total Cost: \$30,000 & Completion Year: 2029</p> <p>County: Los Angeles County System: Other Lead Agency: LA Metro</p>	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				<p>Project Description: SR-71 Gap Closure Project - SR-71 I-10 to SR-60 Add 1 HOV Lane and 1 mixed flow lane. Total Cost: \$488,936. Completion Year: 2030</p> <p>County: Los Angeles County System: State Highway Route Name: 71 From: I-10 To: 0.14 miles South of San Bernardino County Line Lead Agency: Caltrans</p> <p>Project Description: LINK US Phase A - Full viaduct structure over the US-101 Freeway for up to nine (9) new run-through tracks with two (2) interim tracks, a run-through platform, and improvements to Malabar Yard. Total Cost: \$1,596,860 & Completion Year: 2030 County: Los Angeles County System: Transit Lead Agency: LA Metro</p> <p>NEW PROJECTS (Costs in \$1,000s)</p> <p>Project Description: Bus Priority Enhancements and Improvements Along Venice Boulevard Total Cost: \$20,000 & Completion Year: 2028</p> <p>County: Los Angeles County System: Transit Route: Venice Blvd Lead Agency: City of Los Angeles</p> <p>Project Description: 2028 Olympic Games Light Rail Speed and Reliability Improvements - Improvements to existing Metro rail stations as part of the Light Rail Transit (LRT) Speed and Operations Workstream for the 2028 Olympics. Planned operational benefits for the A Line, E Line, and Washington/Flower Corridor include double crossover tracks, interlocks, sidings, and closures to improve</p>	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				<p>efficiency, reliability, capacity, and safety. Total Cost: \$70,676. Completion Year: 2028</p> <p>County: Los Angeles County System: Transit Lead Agency: LA Metro</p> <p>Project Description: 2028 Olympic Games Key Station Improvements - Upgrades to three Metro rail stations in advance of the 2028 Olympics as part of the Key Stations Improvement Workstream. Planned improvements at the Pico Station, Union Station, and the 7th Street Metro Station are designed to support increased capacity demand, enhance customer experience and safe connections between station and adjacent venues. Total cost: \$216,000. Completion Year: 2028</p> <p>County: Los Angeles County System: Transit Lead Agency: LA Metro</p> <p>Project Description: 2028 Olympic Games Integrated Transportation Management - Cross-agency improvements to regional ITS in advance of the 2028 Olympics. Multi-jurisdictional system improvements include video feed share, traffic signal operations, probe-based arterial traffic data, dynamic ramp metering, transit priority implementation, traveler information and distribution, regional decision support, and staff co-location. Total Cost: \$124,000. Completion Year: 2028</p> <p>County: Los Angeles County System: Local Highway Lead Agency: LA Metro</p>	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
7		Demographics and Growth Forecast	Ventura County Air Pollution Control District	Item 1- The population forecasts for years 2035 and 2050 for the individual cities and unincorporated populations in Ventura County do not appear in Table 13 of the Technical Report Demographics and Growth Forecast for the 2024 Connect SoCal Plan. This is an important aspect of the AQMP Consistency Analyses performed by lead agencies in Ventura County for the environmental review (CEQA) of individual projects, as the APCD methodology calls for using population growth forecasts found in the APCD Air Quality Management Plan, which uses SCAG's Connect SoCal population growth forecasts found in its technical reports. This methodology is contained in the Air Quality Assessment Guidelines, Section 4. By comparison, Table 14 of the 2020 Connect SoCal Plan Demographics and Growth Forecast Technical Report did have the population forecast, which is critical when interpolating population forecast for years of individual project build out for the purposes of CEQA. APCD apologizes for not submitting a public comment on this during the Connect SoCal Plan's initial public review period prior to project and EIR certification. APCD also understands that this information can be found in SCAG's website on its Local Data Exchange process, however, not all lead agencies, developers, and consultants would know where to find this information and it would be difficult to communicate this to all our stakeholders. APCD would appreciate it if both 2035 and 2050 population forecasts can be included in the Technical Report Table 13 of the 2024 Connect SoCal Plan as they have been doing this for the past four years.	Comment noted. The data is available on the SCAG website and is publicly accessible. Your feedback will be considered in the development of the next plan.
8	Letter	Project Specific	SC Wildlands	Many thanks for the opportunity to comment on the draft 2025 Federal Transportation Improvement Plan (FTIP) and the Draft Connect SoCal 2024 Amendment #1. The FTIP would help implement roughly 1,100 transportation projects for fiscal years 2024/25 – 2029/30 as planned in the Connect SoCal 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which	Please refer to the 2025 FTIP for response. The 2025 FTIP can be accessed at via SCAG's website.

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				<p>the Southern California Association of Governments (SCAG) adopted on April 4, 2024.</p> <p>Numerous transportation projects listed in the Draft FTIP and Connect SoCal Amendment 1 overlap the South Coast Missing Linkages (Beier et al. 2006, SC Wildlands 2008) and A Linkage Network for the California Deserts (Penrod et al. 2012), which were included in the Green Region/Resource Areas (GGRAs) adopted in the 2024 RTP/SCS. A number of these projects are also associated with Wildlife Movement Barriers designated by California Department of Fish and Wildlife (2020, 2022). As stated in the 2024 RTP/SCS, “preservation and restoration of GRRAs can reduce risks from climate change and promote future resilience in the region. For instance, preserving natural lands and open space areas helps to sequester climate pollution and also promotes groundwater recharge.”</p> <p>According to a Senior Transportation Planner in Caltrans District 7, not all projects in the Draft FTIP have completed their environmental review process, projects vary from being recently programmed, some are still working on PA&ED or are currently in design, while some are in the initial implementation stage. All existing and future transportation project that overlap habitat areas with 2 or more GGRAs should assess wildlife movement as part of the CEQA process and incorporate wildlife crossing infrastructure to remediate barriers to wildlife movement. There’s a significant variation in terms of projects in different stages of the project life cycle as you can see in the technical appendices of the draft 2025 FTIP. Any projects listed below that have been recently programmed, working on PA&ED or are in early design phases, " "present opportunities to integrate considerations for wildlife connectivity into the final designs, especially if the project has any climate adaptation components</p>	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				<p>(e.g., culvert replacements for assets in poor condition). One of the stated priority actions in California’s Pathways to 30x30 is “Transportation modernization projects that create co-benefits for wildlife connectivity and species climate resiliency” (California Natural Resources Agency 2022).</p> <p>SC Wildlands respectfully and formally requests opportunities to work with the transportation and wildlife agencies on the following projects, and any other projects that overlap the South Coast Missing Linkages or Desert Linkage Network:</p> <p>12. RIV060116: Associated with CDFW Priority Wildlife Barrier (W167 El Casco Creek Connection): From Cherry Valley Blvd. to 650' N/O Cherry Valley Blvd. Post Miles: Begin 2.30 End 4.00 I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING EXTENDING 1800 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 500 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING. ADD WB AUX LANE (CHERRY VALLEY IC TO SINGLETON IC- APPROX. 3200').</p> <p>13. RIV060117A: From I-10 to Singleton Rd Post Miles: Begin 1.50 End 2.30 ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL TRAFFIC SIGNALS (EA: 0F981). Horizontally Realign approximately 3,300 LF of Calimesa Boulevard 400 feet easterly, widen from 1 lane to 2 lane. Install Traffic Signal.</p> <p>14. RIV031202: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): I-10 BYPASS SOUTH</p>	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				<p>(FORMERLY RAMSEY ST. EXT.): CONSTRUCT TWO LANES OF AN ULTIMATE 4-LANE ROADWAY TO PROVIDE A BY-PASS/NETWORK FACILITY FOR THE I-10, APPROX. 1/2 MILE S/O I-10 BETWEEN THE EASTERN END OF THE CITY OF BANNING AND APACHE TRAIL IN CABAZON. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF BRIDGE CROSSINGS AT SMITH CREEK AND SAN GORGONIO RIVER.</p> <p>15. RIV230902: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): In the San Gorgonio Pass for the City of Banning and the Morongo Band of Mission Indians: Construct Cottonwood Ave as a new 6-lane roadway from future Lincoln Street to future Wilson Street (0.8 mi), including 6-lane bridge and ramps across I-10 and 6-lane bridge over UPRR, construct Wilson Street (1.0 mi) as a new 4-lane roadway from Hathaway Street to Cottonwood Ave.</p> <p>16. RIV180103: IN WESTERN RIV CO IN THE CITY OF BANNING - CONSTRUCT SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO WESTWARD AVE AND SUNSET AVE, INCLUDING 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN, AND CONSTRUCTION OF TWO BRIDGES.</p> <p>17. LA0D451: Route 138: From AVE T to ROUTE 18 Post Miles: Begin 51.90 End 69.40 ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29350),12725,12728(= 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357).</p> <p>18. LA0G1099: High Desert Corridor, an approximately 63-mile east-west multi-purpose corridor from Avenue P-8/SR-14 in LA County to Bear Valley Road/SR-18 in San Bernardino County. This multi-purpose corridor</p>	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				<p>includes TSM/TDM, freeway, expressway, tollway, high-speed rail, green energy transmission/production, and bikeway elements.</p> <p>19. LA0G440: The project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange (I-5 PM 45.4 - 59.0), incorporating an additional northbound truck climbing lane from SR 14 to Calgrove Boulevard and an additional southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14. Includes ITS HUB (I-5 PM 41.4 - 43.8) and extended project limits related to pavement delineation and advanced signage (I-5 PM 45.0 - 59.6).</p> <p>20. VEN190117: IN CAMARILLO WIDEN THE SOUTHBOUND 101 FREEWAY OFF RAMP TO PLEASANT VALLEY ROAD FROM SINGLE LANE TO TWO LANES AND MODIFY SB ON-RAMP TO ACCOMODATE THE CHANGE TO THE OFFRAMP. NON-CAPACITY ENHANCING FOR RIGHT LANE</p> <p>21. VEN131201: ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD TWO HOV LANES, ONE (1) IN EACH DIRECTION, AND AUXILARY LANES AT VARIOUS LOCATIONS. Project will use Toll Credits for STP in FY24/25, 25/26, 26/27 and 27/28.</p> <p>22. VEN34089: IN MOORPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING (0.6 MI) RECONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES</p> <p>Many thanks for the opportunity to provide comments on the Draft FTIP and Amendment 1 to the SoCal Connect. Please add SC Wildlands to your notice list for all future updates to the Project. It wasn't clear from the Project lists in the Appendices of the FTIP where the projects on my list are in the project life cycle. If someone can provide this information, it would be much appreciated.</p>	



AGENDA ITEM 8
REPORT

Southern California Association of Governments
September 5, 2024

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Amended ATP Cycle 7 Regional Guidelines and 2024 SCP Active
Transportation and Safety Guidelines

RECOMMENDED ACTIONS FOR TC:

Recommend Regional Council: 1) adopt Resolution No. 24-667-4 approving the Amended 2025 Active Transportation Program Regional Guidelines; and 2) approve the Amended Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Guidelines.

RECOMMENDED ACTIONS FOR RC:

Adopt Resolution No. 24-667-4 approving the Amended 2025 Active Transportation Program Regional Guidelines; and approve the Amended Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Guidelines.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In June 2024, the governor signed the Budget Act of 2024, which reduced the \$1.049 billion augmentation to the Active Transportation Program (ATP) in the Budget Act of 2021 by \$400 million, with the \$400 million subject to appropriation in future years. To maintain the programming commitments already made for the 2023 ATP (Cycle 6), the \$400 million reduction comes from the funding available for the 2025 ATP (Cycle 7). In response to the enacted budget, the California Transportation Commission (Commission) adopted the Amended 2025 ATP Statewide Guidelines (Statewide Guidelines) and a revised fund estimate of \$168.7 million at the August 2024 Commission meeting. Per the Statewide Guidelines, SCAG is responsible for adopting the 2025 ATP Regional Guidelines (Regional Guidelines) to direct the selection of projects receiving awards through the regional portion of the 2025 ATP. Approximately \$35 million is anticipated to be available in the SCAG region for programming through the 2025 ATP. The Statewide Guidelines permit metropolitan planning organizations, like SCAG, to hold a supplemental call for projects. SCAG's supplemental call for projects is integrated into SCAG's Sustainable Communities Program (SCP), under the Active Transportation and Safety component,

which aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy. The call opened on July 8, 2024, and will close on September 27, 2024. The 2024 SCP Active Transportation and Safety call comprises ATP Cycle 7 regional funds and a federal Safe Streets and Roads for All grant. Given the reduction of ATP Cycle 7 funds, SCAG is identifying potential additional funding to supplement the existing funding sources. Therefore, the SCP Active Transportation and Safety call is estimated to include between \$6.3 million and \$8.2 million, depending on the amount of additional funding identified prior to developing a recommended project list. SCAG is required to ensure its ATP and SCP guidelines are consistent with the amended Statewide Guidelines and revised fund estimate and that is why staff are seeking Regional Council approval of amended ATP and SCP guidelines at the September 5 meeting.

BACKGROUND:

In March 2024, the California Transportation Commission (Commission) adopted the 2025 Active Transportation Program (ATP) Statewide Guidelines (Statewide Guidelines) and the 2025 ATP Fund Estimate of \$568.7 million to cover fiscal years 2025/26 through 2028/29. In June 2024, the governor signed the Budget Act of 2024, which reduced the \$1.049 billion augmentation to the ATP in the Budget Act of 2021 by \$400 million, with the \$400 million subject to appropriation in future years. To maintain the programming commitments already made for the 2023 ATP (Cycle 6), the \$400 million reduction comes from the funding available for the 2025 ATP (Cycle 7).

In response to the enacted budget, the Commission amended the Statewide Guidelines and adopted a revised fund estimate of \$168.7 million at the August 2024 Commission meeting. Sixty percent (60%) of the total funding will be recommended by the Commission through the statewide and small urban/rural components. Forty percent (40%) of the total funding will be recommended by metropolitan planning organizations (MPOs) and included in regional programs. SCAG’s share of the MPO component is approximately \$35 million.

Amended 2025 ATP Regional Guidelines

SCAG’s 2025 ATP Regional Guidelines (Regional Guidelines), adopted by the SCAG Regional Council in April 2024, outlined the process by which SCAG, in collaboration with the Commission and the six county transportation commissions within the SCAG region, will recommend funding awards for the 2025 ATP Regional Program. The Regional Guidelines award funding to two categories of projects: Implementation Projects (95% of the funding) and Planning & Capacity Building Projects (5% of the funding). The population-based funding targets for each county were updated to reflect the decrease in available funding. The following two tables represent these revised funding targets. The amended Regional Guidelines are included as Attachment 1.

Implementation Projects Category: Funding Targets (95% of Regional Funds)

County	Pop %*	Funding
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		Amount** (\$1,000s)
Imperial	1%	\$321
Los Angeles	52%	\$17,435
Orange	17%	\$5,652
Riverside	13%	\$4,437
San Bernardino	12%	\$3,934
Ventura	5%	\$1,493
Total	100%	\$33,272
*Population estimates based on American Community Survey 2022 1-Year Estimates		
**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.		

Planning & Capacity Building Projects Category: Funding Targets (5% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$17
Los Angeles	52%	\$918
Orange	17%	\$297
Riverside	13%	\$234
San Bernardino	12%	\$207
Ventura	5%	\$79
Total	100%	\$1,751
*Population estimates based on American Community Survey 2022 1-Year Estimates		
**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.		

A staff recommended ATP Regional Program, assembled by combining project recommendations from the Implementation and Planning & Capability Building categories, will be reviewed by the Chief Executive Officers (CEOs) of the county transportation commissions to address any outstanding issues and achieve consensus prior to finalization of the program. The ATP Regional Program recommendations will be approved by the Boards or CEOs of the county transportation commissions prior to consideration by SCAG’s Regional Council and submission to the Commission.



Amended 2024 Sustainable Communities Program Active Transportation and Safety Guidelines

The 2024 Sustainable Communities Program (SCP) Active Transportation and Safety Guidelines, approved by the SCAG Regional Council in June 2024, describe the funding availability, project types, eligible applicants, and project selection criteria for the call for projects. The call opened on July 8, 2024, and will close on September 27, 2024. Following the opening of the call, SCAG staff hosted two workshops on July 25 and August 7 and started providing technical assistance through weekly office hours.

As a result of the state budget enacted in June 2024, SCAG no longer has enough ATP regional funds to fully cover the local match for SCAG’s SS4A grant, which are the two funding sources for the 2024 SCP Active Transportation and Safety call. SCAG is identifying potential additional funding to supplement the existing funding sources and anticipates finalizing the fund availability following the next update to SCAG’s budget in Fall 2024. Therefore, the funding available for the 2024 SCP Active Transportation and Safety call, which is comprised of ATP Cycle 7 funds and a Safe Streets and Roads for All (SS4A) Grant, is between \$6.3 million and \$8.2 million. The 2024 SCP Active Transportation and Safety guidelines were revised to reflect the decreased funding availability and to add a potential requirement for quick-build project awardees to document project staff time that is already taking place for project management and delivery to be leveraged as an in-kind contribution to help fulfill the local match requirements of SCAG’s SS4A grant. The necessity of the in-kind documentation requirement will be determined as part of finalizing the fund availability. The amended 2024 SCP Active Transportation and Safety Revised Guidelines are included as Attachment 3.

Next Steps

Upon Regional Council approval, staff will submit the Amended 2025 ATP Regional Guidelines to the Commission for approval. Staff will continue to work with county transportation commissions and local jurisdiction stakeholders to ensure eligible applicants are aware of the 2024 SCP Active Transportation and Safety funding opportunity. Staff will also continue to hold office hours throughout the application period. The latest anticipated schedule follows.

2024 SCP Active Transportation and Safety and 2025 ATP Milestone	Anticipated Date
2024 SCP Active Transportation and Safety Call for Projects	July 8 – September 27, 2024
Commission adopts 2025 ATP statewide and small urban/rural projects	December 5, 2024
SCAG Regional Council approves the 2024 SCP Active Transportation and Safety Application Rankings*	December 5, 2024
SCAG Regional Council approves the 2025 ATP Regional Program*	April 3, 2025
Commission adopts the 2025 ATP Regional Program, including the	June 26-27, 2025



2024 SCP Active Transportation and Safety projects*	
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*Projects selected to receive ATP funding are subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2025 Regional ATP. In addition, projects receiving ATP funding will be subject to the programming and allocation process, requirements, and schedule of the Commission.

FISCAL IMPACT:

Funding for staff work on this effort is included in the FY25 Overall Work Program (OWP) in projects 050.0169.06 Complete Streets: Active Transportation Program, 050.0169.11 Active Transportation Program, and 225.4955.01: Safe Streets and Roads for All.

ATTACHMENT(S):

1. Amended 2025 Active Transportation Program Regional Guidelines
2. Resolution 24-667-4 - 2025 Active Transportation Program Regional Guidelines
3. Amended 2024 Sustainable Communities Program Active Transportation and Safety Guidelines

2025 Active Transportation Program Regional Guidelines Final - Amended

September 2024

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2025 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2025 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities, and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2025 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2025 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified in order to remain consistent with the latest ATP Statewide Guidelines (Statewide Guidelines) and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of nonmotorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375 and SB 391.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities (DACs) fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The [2025 Amended Statewide Guidelines \(Statewide Guidelines\)](#), adopted by the California Transportation Commission (CTC) on August 16, 2024, describe the policies, standards, criteria and procedures for the development, adoption and management of the ATP.
- Per Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and reflected in the Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the Statewide Guidelines.

- An MPO choosing to use the same project selection criteria, weighting, minimum funding request amount, match requirement, and definition of a DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- Twenty-five percent (25%) of the regional funds must benefit DACs.
- The Statewide Guidelines allow for an MPO to make up to 2% of its 2025 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish five eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." *Please note that a capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominantly located in a DAC.
 - Non-infrastructure Projects: Education and encouragement programs that further the goals of the ATP. Non-infrastructure projects are not limited to those benefiting school students. Non-infrastructure projects can be start-up programs or new components of existing programs. The CTC intends to focus non-infrastructure funding on start-up projects. A project is considered to be a start-up when no program currently exists. All non-infrastructure projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund existing or ongoing program operations.
 - Infrastructure Projects with Non-infrastructure components: These are capital projects with education or encouragement components.
 - Quick-Build Projects: Interim capital infrastructure projects that further the goals of the ATP. The Statewide call for projects has up to \$7 million set aside for quick-build projects. These projects require minor construction and are built with durable, low to moderate cost materials, and last from one year to five years. These projects have

moderate design flexibility to anticipate adjustments that may occur based on community feedback. The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

- Per Statewide Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives.
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee, which is comprised of SCAG staff and representatives from each of the six county transportation commissions. The ATP Subcommittee drafts the Regional Guidelines, the Regional Program and administers tasks associated with project delivery. The county transportation commissions approve the Regional Program as it pertains to their respective county. SCAG’s Regional Council approves the Regional Guidelines and Regional Program. The California Transportation Commission approves the Regional Guidelines and Regional Program.

Fund Estimates for 2025 Regional ATP

The 2025 ATP [total statewide fund estimate is \\$168.7M](#) (August 2024). Per the Statewide Guidelines, the MPO share is 40% of the total budget with funding distributed by population; the SCAG share is 52% of the MPO share.

The SCAG region’s share of the 2025 ATP is \$35.023M, which includes funding in Fiscal Years 2025/26, 2026/27, 2027/28, and 2028/2029 to be programmed as follows:

Year (Fiscal)	Funds (\$1,000s)
FY 25/26	<u>4,378</u>
FY 26/27	<u>4,378</u>
FY 27/28	<u>8,757</u>
FY 28/29	<u>17,510</u>
Total	<u>35,023</u>

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the Statewide Guidelines to the Regional Program.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs, in administering a competitive selection process, have the option to use different criteria for determining which projects benefit disadvantaged communities. In addition, a regional definition may be considered for a project to qualify as benefitting a disadvantaged community. As part the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, Connect SoCal 2024), SCAG established “Priority Equity Communities” (PECs) as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. The PEC criterion is intended to complement existing disadvantaged communities definitions established through SB 535 and the Statewide Guidelines.

- Priority Equity Communities: census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the following socioeconomic factors: people of color, low-income households, limited vehicle and transit access, vulnerable ages, single parent households, people without a high school diploma, people with disabilities, housing cost burdened households, and people with limited English proficiency. See the [Connect SoCal 2024 Equity Analysis Technical Report](#) and [a map](#) of PECs in the SCAG region for additional details and to identify PECs.

Project Selection Process

SCAG intends to award funding to projects in two program categories: Implementation projects and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include Infrastructure, Infrastructure projects with Non-infrastructure components, and Non-infrastructure projects as defined by the Statewide Guidelines and included in the Background above. No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2025 Regional Program. Implementation funds shall aim to be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Implementation Projects Category: Funding Targets (95% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	<u>\$321</u>
Los Angeles	52%	<u>\$17,435</u>
Orange	17%	<u>\$5,652</u>
Riverside	13%	<u>\$4,437</u>
San Bernardino	12%	<u>\$3,934</u>
Ventura	5%	<u>\$1,493</u>
Total	100%	<u>\$33,272</u>

**Population estimates based on American Community Survey 2022 1-Year Estimates*
***Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring, and ranking process. SCAG will only fund Implementation projects submitted through the statewide application process. However, SCAG and its member county transportation commissions reserve the option to establish an evaluation committee and issue a supplemental call for proposals for Implementation projects in future ATP cycles.

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county transportation commission to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county transportation commissions and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. County transportation commissions may assign up to 20 points to each Implementation project application deemed consistent and meeting eligibility requirements.
- If a county transportation commission assigns additional points (up to 20) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and staff will submit the methodology

and scores to SCAG for inclusion in the preliminary ranking of regional projects by February 5, 2025.

- SCAG shall establish a preliminary regional Implementation projects list based on the county transportation commissions' submissions that programs no less than 95% of the total regional funds and relies on population-based funding targets to achieve geographic equity.
- The county transportation commissions may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the Regional Program contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of Non-infrastructure projects, Quick-Build projects, and Plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$1.751M) of the total regional funds be allocated in this category, and per State Guidelines, a maximum of 2% (\$700K) can be dedicated to Planning projects in DACs/PECs.

As in several previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP call for projects using the state's Planning, Non-infrastructure, and Quick-Build applications and Quick-Build projects and Plans submitted through the supplemental call (Sustainable Communities Program) for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program, under the Active Transportation & Safety component (SCP-ATS), which aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal 2024, SCAG's Regional Transportation Plan/Sustainable Communities Strategy. The SCP-ATS call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP and other funds programmed by SCAG. As with the Implementation category, Planning & Capacity Building ATP regional funds shall aim to be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Planning & Capacity Building Projects Category: Funding Targets (5% of regional funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	<u>\$17</u>
Los Angeles	52%	<u>\$918</u>
Orange	17%	<u>\$297</u>
Riverside	13%	<u>\$234</u>
San Bernardino	12%	<u>\$207</u>
Ventura	5%	<u>\$79</u>
Total	100%	<u>\$1,751</u>
<i>*Population estimates based on American Community Survey 2022 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

If SCAG does not receive sufficient applications from each county to meet the Planning & Capacity Building funding targets outlined above, the county transportation commission may choose to allocate those funds towards the Implementation Project category.

For Planning & Capacity Building applications submitted through the statewide call for projects:

- SCAG will consider funding all unsuccessful Non-infrastructure, Quick-Build, and Planning applications submitted at the statewide level.
- The Non-infrastructure, Quick-Build, and Planning applications submitted to the statewide competition will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Non-infrastructure and Quick-Build projects awards will be capped at \$900,000. If the funding request exceeds the \$900,000 cap, the project applicant will be required to provide matching funds to fully fund the project, or for Non-infrastructure projects, the project balance could be awarded through the Implementation projects category. Alternatively, the county transportation commission may fully fund the Non-infrastructure project as part of the Implementation projects category, if the project merits award through the process outlined above.
- Planning project awards will be capped at \$500,000. If the funding request exceeds \$500,000, the project applicant will be required to provide matching funds to fully fund the project. Since county transportation commissions may partially or fully fund Non-infrastructure projects through the Implementation projects category, the distribution of

funding for Plans is flexible across counties as long as funding for Plans does not exceed 2% of regional funds and Implementation projects account for at least 95% of regional funds.

Supplemental (Sustainable Communities Program) Call for Projects

The ATP regional funds for Planning & Capacity Building projects are bolstered by a federal Safe Streets and Roads for All (SS4A) grant, which provides \$4.515 million for quick-build projects by leveraging \$3 million local match comprised of ATP regional funds and other local sources for a total of \$7.515 million for quick-build projects. The ATP regional matching funds will be provided by each county's Planning & Capacity Building ATP regional funding targets commensurate with the amount of quick-build project applications received and selected for funding. Therefore, if a county does not have any quick-build applications forwarded to the regional component from the statewide component or any quick-build applications submitted to the supplemental call for projects, then none of that county's ATP regional funds will be leveraged as matching funds for the SS4A grant funds.

The supplemental call for projects, administered through SCAG's Sustainable Communities Program Active Transportation & Safety (SCP-ATS) component will be developed as follows:

- SCAG will develop SCP-ATS Guidelines, in consultation with the ATP subcommittee, consistent with the parameters established by the Regional Guidelines.
- The SCP-ATS Guidelines will include the same definition of DACs as used by the CTC in the statewide planning selection process and PECs as used by SCAG in the regional component.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- Consistent with the Planning & Capacity Building applications forwarded from the statewide competition, SCAG will cap funding requests to \$900,000 for Quick-Build applications and \$500,000 for Planning applications.
- The SCP-ATS scoring criteria and associated points available for all project and application types will be as follows:
 - Mobility Benefit—Potential to increase walking/biking (0-25 points)
 - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-35 points)
 - Public Health (0-10 points)
 - Disadvantaged Communities (0-10 points)
 - Public Participation (0-15 points)
 - Cost Effectiveness (0-5 points)

- In consultation with the county transportation commissions and input from ATP stakeholders, such as SCAG’s Safe and Active Streets Working Group, SCAG will develop guidelines and applications for Quick-Build projects and Plans. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies described in Connect SoCal 2024.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total ATP funding recommended in this category will not exceed 5% of the total Regional Program.
- The total ATP funding for Planning projects, which shall be located in DACs/PECs, shall not exceed 2% of the total Regional Program.
- A minimum of \$7.515 million will be allocated for quick-build projects.
- Geographic equity shall be pursued and assessed programmatically across all funding sources programmed through the SCP-ATS with an effort to target investments in high need areas/communities.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DACs (as defined by the Statewide Guidelines) or Priority Equity Communities (PECs).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project on the preliminary regional project list may be replaced with the highest scoring, funding-eligible DAC/PEC project within the same county. If the county has no other eligible DAC/PEC projects, the lowest scoring project on the preliminary regional project list shall be replaced with the highest scoring, funding-eligible DAC/PEC project(s) from the region.
- This process will be repeated until the 25% target is met.

- This process may lead to an outcome where a county receives less than its population-based share of the funding but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity Building project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for administrative service may be included as a task in the project and SCAG will transfer the necessary project information to Caltrans for incorporation into the ATP project list.

The final recommended Regional Program will be reviewed by the county transportation commissions, Caltrans, and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEOs) of the county transportation commissions and boards, SCAG's Regional Council, and CTC for approval.

With consensus from the county transportation commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2025 ATP are State Fiscal Years 2025/26 to 2028/29. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a fiscally-constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.

- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Reduce administrative burden for Planning & Capacity Building projects and projects requesting less than \$3.5M.
 - Completion of California Environmental Quality Act (CEQA) priorities projects for state only funding.
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
 - The applicant has made a full funding request but due to limited funding availability, pre-construction phases may be funded in all circumstances including but not limited to when the county share is not large enough to fully fund the project and/or the county transportation commission has funded the pre-construction phase only.
 - The applicant provides funds through additional sources to fully fund the project or phase of work requested.
 - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP) and the project application.
 - The applicant downsizes the project scope in a manner such that the “new” project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission’s request. The request shall include:
 - An explanation of the proposed scope change.
 - The reason for the proposed scope change.
 - The impact which the proposed scope change would have on the overall cost of the project.
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).

- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).
- An explanation of the methodology used to develop the aforementioned estimates.
- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment or phase of work, consistent with the RTP and project application.
 - Uncommitted funds may only be from ATP, Local Partnership Program (formulaic or competitive), or federal discretionary grant program funds. The applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and identify its plan for securing an alternate source of funding should the commitment not be obtained.
- If funding is made available (e.g., due to an ineligible project determination or increase in available funding), the available funding will aim to be prioritized for a project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus will aim to be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its Implementation and Planning & Capacity Building projects funding targets or if additional funds are made available, SCAG, in consultation with the county transportation commissions, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.

- If the final project on a county's list exceeds the county's ATP funding target, the county transportation commission may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county transportation commission may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.
- The recommended Regional Program will include a contingency list of Implementation and Planning & Capacity Building projects that will be in place until the next cycle of ATP funding. Implementation projects will be ranked in priority order based on the county transportation commission's evaluation scoring. Planning & Capacity Building projects will be ranked in priority order based on the project's statewide evaluation score or supplemental call for projects score. SCAG intends to fund projects on the contingency list should there be an increase in available funding, project failures or savings in the Regional Program. When a contingency project is advanced for funding due to project failure from the Implementation list of projects, SCAG, in consultation with the county transportation commissions, will strive to replace the failed project with a project from the same county from the Implementation list. When a contingency project is advanced for funding due to project failure from the Planning & Capacity Building list of projects, SCAG, in consultation with the county transportation commissions, will strive to replace the failed project with a project from the same county from the Planning & Capacity Building list. In recommending replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.
- SCAG and/or the county transportation commissions are encouraged to review the initial project work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report, as necessary, will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- Program amendments may only take place after the adoption of the Regional Program and before the adoption of the subsequent Regional Program, as outlined in the Contingency section above.

- If project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process and following completion of the environmental process, updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the county transportation commissions to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC will consider allocating funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:
 - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
 - An Implementation project, and the county transportation commission recommends advancement of the project.

All Program amendments must be approved by the CTC following recommendations from SCAG and the county transportation commissions.

FTIP Amendments

All projects funded by the 2025 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming their respective Implementation and Planning & Capacity Building projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. For further information on Grouped Project Listings, please refer to the 2025 FTIP Guidelines ([2025 Federal](#)

[Transportation Improvement Program \(FTIP\) Guidelines, November 2023 \(ca.gov\)](#), pages 99 – 120).

- SCAG shall be responsible for programming projects administered by SCAG into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2025 ATP projects, regardless of programming year, in the 2025 FTIP amendment cycle.

Allocation

The Statewide Guidelines defers to the Regional Guidelines for concurrence or recommendation letters for all allocation requests for projects funded in the MPO component. SCAG shall defer this responsibility to the county transportation commissions for all projects, except for those selected through the SCP-ATS and managed by SCAG, and delegates providing concurrence on project requests for allocations and time extensions and ensuring project are consistent with FTIP programming to respective county transportation commissions.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the [CTC's website](#).

Project Delivery

Per the Statewide Guidelines, ATP allocations are requested by project phase, and each allocation must be requested in the fiscal year that the phase is programmed. When funds are not allocated within the fiscal year they are programmed or within the time allowed by an approved extension, the funds will lapse, and the phase will be deleted from the ATP. Refer to the Statewide Guidelines and the [Caltrans ATP Timely Use of Funds](#) resources for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include concurrence by county transportation commissions.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope or budget change to SCAG and the responsible county transportation commission for review and approval. The request for scope change shall include:

- An estimate of the impact of the proposed scope change on benefits to disadvantaged communities, if applicable (increase or decrease in benefit).
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation of the overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.

Following recommendation from SCAG and the county transportation commissions, all scope changes must be approved by the CTC.

Project Reporting

The ATP adheres to the program accountability requirements set forth in the SB 1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP. All implementing agencies must submit quarterly progress reports, a completion report, and a final delivery report to Caltrans. Implementing agencies should refer to the [Caltrans ATP Project Reporting website](#) for details, which provides links and guidance to CalSMART, the reporting platform for all projects except for Quick-Build projects, which require a separate reporting form (see under “Quarterly Progress Reporting”).

Schedule

Action	Date
CTC adopts ATP State Guidelines	March 22, 2024
Statewide call for projects opens	March 22, 2024
SCAG Regional Council (RC) adopts draft ATP Regional Guidelines	April 4, 2024
Draft Regional Guidelines submitted to CTC	May 10, 2024
SCAG RC adopts SCP-ATS guidelines	June 6, 2024
SCP-ATS call for projects opens	<u>July 8</u> , 2024
Statewide call for projects close (postmark date)	June 17, 2024
CTC approves or rejects Regional Guidelines	June 27, 2024
SCP-ATS call for projects closes	September 27, 2024
CTC shares recommendations for statewide and small urban and rural projects	November 1, 2024
CTC adopts statewide and small urban and rural projects	December 5, 2024
County transportation commissions' 20-point scoring methodology submitted to SCAG	February 5, 2025
County transportation commissions submit recommended project lists to SCAG	February 5, 2025
Project PPRs for partially funded projects due to SCAG	February 5, 2025
Draft Regional Program submitted to CTC	February 21, 2025
SCAG RC adopts SCAG Regional Program	April 3, 2025
Final Regional Program submitted to CTC	April 22, 2025
CTC adopts Regional Program	June 2025

Contact Information

Agency/County	Staff Name	Staff Email
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San Bernardino	Ginger Koblasz	GKoblasz@gosbcta.com
Ventura	Heather Miller	HMiller@goventura.org



RESOLUTION NO. 24-667-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AMENDING THE 2025 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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

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

REGIONAL COUNCIL OFFICERS

President Curt Hagman County of San Bernardino

First Vice President Cindy Allen, Long Beach

Second Vice President Ray Marquez, Chino Hills

Immediate Past President Art Brown, Buena Park

COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

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

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

WHEREAS, the Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the MPOs charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, as part of the Budget Act of 2024 signed by the governor on June 29, 2024, \$400 million of ATP funds are subject to appropriation in future years and resulted in a reduction of \$400 million to ATP Cycle 7;

WHEREAS, the ATP Guidelines (Resolution G-24-31 and Resolution G-24-66) require the Commission to adopt an MPO's use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 21, 2024 and amended on August 16, 2024;

WHEREAS, SCAG is amending the ATP Regional Guidelines with input from the six Southern California county transportation commissions to reflect the geographic distribution of the reducing funding availability;

WHEREAS, attached with this Resolution as Exhibit "A" is SCAG's Amended 2025 Active Transportation Program Regional Guidelines;

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that it amends SCAG's 2025 Active Transportation Program Regional Guidelines.

Attachment: Resolution 24-667-4 - 2025 Active Transportation Program Regional Guidelines (Amended ATP Cycle 7 Regional Guidelines and

BE IT FURTHER RESOLVED THAT:

1. The Regional Council authorizes SCAG staff to submit the amended 2025 Active Transportation Regional Guidelines to the Commission for approval.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of September, 2024.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Amended Program Guidelines

These guidelines were adopted June 6, 2024, by SCAG’s Regional Council and updated in August 2024 due to reductions in ATP Cycle 7 funding availability. The revised guidelines will be adopted by SCAG’s Regional Council on September 5, 2024.

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Sustainable Communities Program Overview

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

Program Goals

The SCP aims to:

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

2024 SCP Active Transportation & Safety Call for Applications

I. Overview

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

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

rates of walking and biking, advancing traffic safety, expanding opportunities for multimodal transportation options, and competitively positioning local jurisdictions for implementation/grant funds. The 2024 SCP-ATS Call solicits the following project types:

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

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

In the next four years, Southern California is expected to host several large-scale events that will impact the region's transportation system: the World Cup in 2026, the Super Bowl in 2027, and the Olympic and Paralympic Games in 2028. These events will impact the entire Southern California region, particularly the region's transportation networks. Thousands of athletes and spectators will visit the region in compressed periods of time, needing to travel to and from a variety of venues. People from across the region may travel to these events, either to watch the events as spectators or as event staff or volunteers. Moreover, goods and other items will be transported and delivered to venues. Everyone else will still need to carry on with their lives while the events are occurring. A great deal of preparation and planning will be needed, to support existing and anticipated needs, in meaningful, equitable and long-lasting ways.

A) 2024 SCP-ATS GOALS

The SCP-ATS aims to:

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

B) COMMUNITY ENGAGEMENT INTEGRATION

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

GO HUMAN KIT OF PARTS – The *Go Human* Kit of Parts (Kit) is a community engagement resource loaned at no cost to local partners that creates opportunities for community members, jurisdiction staff and consultant teams to experience improved traffic safety designs directly on the street. The Kit includes

a set of durable, lightweight materials that, once assembled, demonstrate complete streets infrastructure components. The Kit also includes signage and evaluation tools that allow the applicant or their consultant to facilitate community feedback as part of an inclusive planning process. The applicant or its consultant will be responsible for coordinating transportation of materials and preparation of a site and installation plan, subject to approval by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down, and oversight of the *Go Human* Kit of Parts as part of the demonstration. SCAG staff will be available to provide feedback and guidance on planning for a successful demonstration or event and direction on appropriate utilization of the Kit of Parts.

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

II. Eligible Applicants

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

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

III. SCP-ATS Eligible Project Types

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

A) PROJECT TYPE: COMMUNITY/AREAWIDE PLANS

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

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

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

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

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

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

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

PROJECT EXAMPLES

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

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

REQUIRED AND RECOMMENDED PLAN COMPONENTS

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

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

B) PROJECT TYPE: QUICK-BUILD PROJECTS

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

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

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

PROJECT EXAMPLES

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

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

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

REQUIRED QUICK-BUILD COMPONENTS

Quick-Build projects must include the following components:

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

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

IV. Funding

A) FUNDING SOURCES

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

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

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

Hosting a Call for Applications to award funds from multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration. The enacted state budget in June 2024 significantly reduced ATP Cycle 7 funding, one of the funding sources for the SCP-ATS as mentioned above. Therefore, the program anticipates awarding between \$6.3 million to \$8.2 million, with up to \$700,000 available for planning projects benefiting disadvantaged communities and a minimum of \$5.6

million set aside for quick-build projects. SCAG will allocate funding for selected projects based on the eligibility of each funding source and the applicant's readiness.

B) FUNDING ALLOCATION FOR AWARD RECIPIENTS

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

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

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

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

C) ELIGIBLE COSTS

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

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

D) MATCH REQUIREMENTS

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

V. Application Process

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

A) APPLICATIONS

Applications will be accepted via an online form. Application workshops will be scheduled for summer 2024, to review project types, the application process, and address any questions. For more information and registration/details for the workshops, please see the [SCAG SCP-ATS website](#). **Applications must be submitted online by September 27, 2024.**

AUTOMATIC CONSIDERATION OF NON-SELECTED STATEWIDE ATP APPLICATIONS

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

B) SCORING RUBRIC & CRITERIA

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

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

C) EVALUATION PROCESS

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

D) RISK ASSESSMENT

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

E) IN-KIND CONTRIBUTIONS

Prior to entering into an MOU to receive funding from SCAG, each selected applicant may be required to specify the amount of staff time to be spent on the project. The enacted state budget in June 2024 significantly reduced ATP Cycle 7 funding, which resulted in a significant reduction to SCAG’s ATP regional funds that were leveraged as local match for SCAG’s SS4A grant. To maintain the SS4A funding, quick-build project awardees may be required to document project staff time that is being leveraged, such as attending project check-in meetings, coordinating with agency departments, and other project tasks. This awardee staff time, which is already taking place to support project management and delivery, may be leveraged as an in-kind contribution to help fulfill the local match requirements of SCAG’s SS4A grant. Awardees will receive templates from SCAG to comply with SS4A requirements.

VI. Schedule

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

2024 SCP-ATS Key Dates

2024 SCP-ATS Milestone	Date
SCP-ATS Call for Applications Opens	<u>July 8, 2024</u>
SCP-ATS Application Workshops	<u>July 25, 2024</u> <u>August 7, 2024</u>
SCP-ATS Call for Applications Deadline	<u>September 27, 2024</u>
SCAG Regional Council Approval of the 2024 SCP-ATS Application Projects*	<u>December 5, 2024</u>
Final 2024 SCP-ATS Award Announcements*	<u>June 26-27, 2025</u>

*Projects selected to receive ATP funding are subject to approval by the SCAG Regional Council and California Transportation Commission (CTC) as part of the adoption of the complete 2025 Regional ATP. In addition, projects receiving ATP funding will be subject to the programming and allocation process, requirements, and schedule of the CTC. SCAG Regional Council consideration for 2024 SCP-ATS projects is anticipated on December 5, 2024 followed by CTC action in June 2025.

A) TIMELY USE OF FUNDS/TIME EXTENSIONS

A project initiation schedule and expectations regarding the period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. In certain cases, projects may receive a notice to proceed two to three years after the project award announcements, such as if ATP funds are allocated in the latter part of the Cycle 7 ATP funding cycle (FY25/26 to FY28/29). Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

VII. Contact Information

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

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

Attachment A: ATP Cycle 7 Guidelines

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

Attachment B: ATP Quick-Build Supplemental Guidance

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

Attachment C: Allowable Direct Costs

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

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

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

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



AGENDA ITEM 9
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SB 960 (Wiener) - Transportation: Complete Streets Facilities: Transit
Priority Facilities

RECOMMENDED ACTION:

The Legislative/Communications and Membership Committee (LCMC) recommends a “support” position for SB 960 (Wiener).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SB 960 by Senator Scott Wiener (D-San Francisco) would require Caltrans to incorporate complete streets facilities as specified into State Highway Operation and Protection Program (SHOPP) projects while providing the Department with the option not to include a complete streets facility as long as it posts the justification on its website. The bill’s current version, published on August 19, 2024, allowed Transportation California, author of the bill’s opposing statement, to remove its opposition. After discussion and deliberation, the LCMC voted nine to two to forward a recommendation to the Regional Council (RC) to adopt a “support” position on SB 960.

Bill: SB 960 **Author:** Senator Scott Wiener (D-San Francisco)

Title: Transportation: planning: complete streets facilities: transit priority facilities

Status: Passed Assembly Appropriations Committee with an 11-3 vote.
On Assembly Third Reading, pending Floor vote.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB960

Recommendation: Support

Current Update:

This bill passed the Senate Floor on May 22, 2024, on a vote of 28-9. This bill was passed in the Assembly Transportation Committee on July 1, 2024, on a vote of 11-4 with amendments. It was referred to the Assembly Appropriations Committee and passed out of the suspense file on a vote of 11-3 with additional amendments on August 15, 2024. The bill is now on its third reading and is pending a floor vote in the Assembly.

Background:

In 2019, Senator Scott Wiener introduced SB 127, the Complete Streets for Active Living Bill, which would have required Caltrans to consider adding elements to make biking and walking safer each time it repaved a state-controlled road. While SB 127 passed the Legislature, Governor Newsom vetoed it, stating that even though he supports “improving facilities to increase walking, biking, and accessing public transit,” the bill would create a “prescriptive and costly approach” to implementing complete streets elements into the state highways. In citing the bill’s cost, the Governor was referring to Caltrans’ analysis, which estimated that SB 127 would cost \$4.5 million per mile to add complete streets features for maintenance projects, with a total annual cost of \$1.1 billion to implement the bill’s provisions. As SB 127 failed to be signed into law, Senator Wiener re-introduced it as SB 960 in January 2024.

Two key differences between SB 127 and SB 960, as currently amended, are that Caltrans would now only have to commit to meeting specific four-year targets to incorporate complete streets facilities into the State Highway Operations and Protection Program (SHOPP) projects as opposed to being expressly required to include complete streets facilities into every SHOPP project, and the inclusion of a provision that Caltrans would have the option not to include a complete streets facility in SHOPP projects as long the department documents a justification on its website. The four-year targets that would measure the integration of complete streets facilities into SHOPP-funded projects would be required to be consistent with proportional progress toward reaching the SHS Management Plan’s (SHSMP) ten-year targets.

The bill would make several changes to state law to achieve the desired integration of complete streets facilities into SHOPP projects. This would include requiring Caltrans to:

- Adopt target and performance measures that reflect state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system (SHS) in its transit asset management plan (TAMP);
- Include a description of complete streets facilities, including the number, extent, cost, and type of facilities in its plan-language performance report on SHOPP;

-
- Include specific, quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets facilities, such as pedestrian and bicycle facilities, in the State Highway System Management Plan (SHSMP);
 - Include specific, quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities in the SHSMP consistent with the department's transit policy, to the extent feasible, starting in 2027.
 - Consult with public agencies and representatives from local bicycle, pedestrian, and transit advisory committees, community-based organizations, or other local stakeholders that a SHOPP project with complete streets facilities would impact;
 - Conduct specific outreach targeting the most underserved areas for a complete streets SHOPP project located in an underserved community;
 - Adopt a transit policy developed by January 2026 in consultation with specified stakeholders to guide the implementation of transit priority facilities and transit stops on the SHS;
 - Adopt guidance relating to transit performance measures and outlining the department's responsibilities in supporting transit vehicles on the state highway system by January 2027;
 - Adopt design guidance for transit priority facilities by July 2028;
 - Provide and improve transit priority facilities on the SHS in locations with current or future transit priority needs to the extent feasible and consistent with Caltrans' most recent guidance, transit plan, and SHSMP, beginning with the 2028 SHOPP.
 - Develop and adopt a streamlined project intake, evaluation, and encroachment permit review process for complete streets facilities by 2027, enabling Caltrans to provide a determination on an encroachment permit within 60 days of receiving an application;
 - Annually report the number of completed applications submitted, permits issued, and the number of days required to process each application to the California Transportation Commission and on its website; and
 - Designate an encroachment permit manager with expertise in complete streets facilities in each district to ensure efficient complete streets facility review and approval under the new streamlined permit process.
-

SB 960 was co-sponsored by AARP, the California Bicycle Coalition (CalBike), SPUR, and Streets for All. The following entities registered support for the bill: 350 Bay Area, AARP California, Active SGV, Alameda-Contra Costa Transit District, American Academy of Pediatrics, California, America Walks, Bike East Bay, Bike LA, Bik Walk Alameda, Breast Cancer Prevention Partners, Calbike, California Environmental Voters, California Transit Association, California Walks, Chico Velo, City of Goleta, City of Oakland Mayor Sheng Thao, City of San Jose, Climate Action California, Climate Plan, Climate Reality San Francisco Bay Area Chapter, Coalition for Responsible Transportation Priorities, Day One, Evergreen Action, Greenbelt Alliance, Greenlining Institute, Healing and Justice Center, Los Angeles Walks, Kidsafe SF, Marin County Bicycle Coalition, Mayor of City & County of San Francisco London Breed, MOVE LA, Move Santa Barbara County, Napa County Bicycle Coalition, Napa County Transportation and Planning Agency, Napa Valley Transportation Authority, Nextgen California, Pasadena Complete Streets Coalition, Pedal Movement, PeopleForBikes, Planning and Conservation League, Policylink, Public Advocates, Rails-to-Trails Conservancy, Safe Routes Partnership, San Francisco Bicycle Coalition, Santa Ana Active Streets, Seamless Bay Area, Sierra Club California, Silicon Valley Bicycle Coalition, Solano County Democratic Central Committee, Sonoma County Bicycle Coalition, Streets are for Everyone, Sustainable Claremont, The Climate Center, Transbay Coalition, Transform, Vision Zero Network, and Walk SF.

The following entities registered opposition to SB 960 prior to recent amendments: American Council of Engineering Companies, Associated General Contractors of California, California Alliance for Jobs, California Asphalt Pavement Association, California Construction & Industrial Materials Association, California State Council of Laborers, International Union of Operating Engineers, Keoplamoving, Mendocino Council of Governments, New Livable California DbA Livable California, Rebuild SoCal Partnership, Safer Streets LA, Southern California Contractors Association, Transportation California, United Contractors (UCON), and Western Regional Association for Pavement Preservation.

Analysis

SB 960's co-sponsors submitted a coalition letter arguing that this bill would improve road safety by strengthening requirements that state-owned surface streets comfortably accommodate all road users, including pedestrians, bicyclists, and public transit users. Their letter noted that while Governor Newsom directed Caltrans to implement Complete Streets in its projects and programs, the department has not effectively implemented its Complete Streets policy.

Conversely, in their statement of opposition, Transportation California noted that even though SB 1 (Beall, 2017) provides much-needed revenue for the maintenance and operation of the existing state highway systems (SHS), Caltrans still faces an annual shortfall in excess of \$5 billion to bring the SHS into a state of good repair. Further, Transportation California argued that SB 960 would

remove flexibility and could prevent Caltrans from achieving a proper balance of investments that meets performance targets, improves safety for all users, and protects the system from climate impacts.

After Transportation California submitted its statement of opposition, Senator Wiener engaged with Caltrans on amendments to address those issues, leading to multiple rounds of amendments, with staff presenting the July 3, 2024, bill version at the August 20, 2024, LCMC. The author continued to engage in additional negotiations. A final set of amendments was made on August 19, 2024, that allowed the bill to pass off of the Assembly Appropriations Committee Suspense File and Transportation California to rescind their opposition.

Lastly, the Senate Appropriations Committee significantly reduced cost estimates to carry out the bill compared to SB 127.

Alignment with Connect SoCal and 2024 State Legislative Platform

The Complete Streets Strategy outlined in Connect SoCal, SCAG's recently board-adopted 2024-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), defines "Complete Streets" as "roadways designed to support the safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, using micromobility devices, or riding transit/rail." The Plan outlines various Regional Planning Policies relating to Complete Streets to support the following strategies:

- Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit);
- Ensure the implementation of Complete Streets that are sensitive to urban, suburban, or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking);
- Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micro-mobility devices, and first/last mile connections to transit and last-mile delivery; and
- Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, to enhance mobility, safety, and access to opportunities.

These strategies are mirrored in SCAG’s board-adopted 2024 State Legislative Platform, which calls for supporting legislation that:

- Protects the safety of active transportation users;
- Facilitates the development of Complete Streets that comprise a safe multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit); and
- Facilitates the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies and micro-mobility devices, first/last mile connections to transit, and last-mile delivery.

As SB 960 aligns with goals identified in both SCAG’s Connect SoCal and 2024 Legislative Platform, the LCMC is recommending that the Regional Council adopt a “support” position.

Prior Committee Action

At the LCMC meeting on August 20, 2024, staff presented SB 960 to the committee with a recommendation to “support.”

After providing remarks on SB 960, various members of the committee inquired about the bill, including asking about any additional pending amendments and whether the opposition had dropped their “oppose” positions. Staff clarified that with the most recent amendments dated August 19, Transportation California had dropped its opposition. Additionally, the LCMC asked staff to continue monitoring the bill and inform the RC if the bill were changed any further before the RC considers adopting a “support” position. Staff attached the most recent and final version of the SB 960 language to this staff report. Ultimately, the LCMC voted nine to two to forward a recommendation to support SB 960 to the Regional Council.

FISCAL IMPACT:

Work associated with the staff report on SB 960 (Wiener) – Transportation: Complete Streets Facilities: Transit Priority Facilities is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. SB-960 Bill Text - 08/19/2024



SB-960 Transportation: planning: complete streets facilities: transit priority facilities. (2023-2024)

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Date Published: 08/19/2024 02:00 PM

AMENDED IN ASSEMBLY AUGUST 19, 2024
AMENDED IN ASSEMBLY JULY 03, 2024
AMENDED IN SENATE MAY 17, 2024
AMENDED IN SENATE APRIL 16, 2024

CALIFORNIA LEGISLATURE— 2023–2024 REGULAR SESSION

SENATE BILL

NO. 960

Introduced by Senator Wiener
(Principal coauthor: Assembly Member Friedman)
(Coauthors: Senators Blakespear and Menjivar)
(Coauthors: Assembly Members Haney and Lee)

January 23, 2024

An act to amend Sections 14526.4 and 14526.6 of, and to add Section 14526.8 to, the Government Code, and to amend Sections 164.6 and 671.5 of, and to add Section 149.20 to, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 960, as amended, Wiener. Transportation: planning: complete streets facilities: transit priority facilities.

(1) Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state, including the state highway operation and protection program (SHOPP). Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the SHOPP. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. Existing law requires the department to develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the SHOPP.

This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system. The bill would require the department's plain language performance report to include a description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities on each project, as specified. The bill would

Attachment: SB-960 Bill Text - 08/19/2024 (SB 960 (Wiener) - Transportation: Complete Streets Facilities: Transit Priority Facilities)

require the department to ~~incorporate complete streets elements~~ *commit to specific 4-year targets to incorporate complete streets facilities* into projects funded by the SHOPP, as specified.

(2) Existing law creates transit districts in designated areas throughout the state and authorizes the use of various vehicles for the purpose of public and private transit. Existing law authorizes transit buses and other transit vehicles to operate on state highways.

This bill would require the Director of Transportation to adopt a transit policy to guide the implementation of transit priority facilities and transit stops on the state highway system, as specified. The bill would require the department to adopt, on or before July 1, 2027, guidance that defines transit performance measures and identifies the department's responsibilities in supporting transit vehicles on the state highway system, as specified.

(3) Existing law requires the department to prepare a State Highway System Management Plan (SHSMP), which includes a 10-year state highway system rehabilitation plan for the rehabilitation or reconstruction by the SHOPP of all state highways and bridges, as provided. Existing law requires the SHSMP to include specific quantifiable accomplishments, goals, objectives, costs, and performance measures consistent with the asset management plan described above. Existing law requires the SHSMP to be updated every 2 years.

This bill would expressly require the SHSMP to also include specific quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets facilities ~~consistent with the asset management plan,~~ *and transit priority facilities,* as specified.

(4) Existing law authorizes the department to issue encroachment permits and requires the department to either approve or deny an application from an applicant for an encroachment permit within 60 days of receiving a completed application, as provided.

This bill would require the ~~department~~ *department, on or before January 1, 2027,* to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. The bill would require the department to produce a report regarding project applications submitted through this process, as specified. The bill would require the department to designate an encroachment permit manager in each district to ensure that applications for complete streets facilities are reviewed in accordance with the process, as specified.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

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

SECTION 1. (a) The Legislature finds and declares the following:

(a)

(1) California's laws and policies underscore the importance of reducing car dependence and instead increasing walking, bicycling, and transit use in order to create more sustainable, healthy, and affordable communities. However, this mode shift is not yet consistently expressed across and aligned across state policies, programs, and agencies.

(b)

(2) Increasing vehicle miles traveled and infrastructure throughput improvements exclusively for cars and freight continue to impede California's efforts to curb vehicle emissions and pollution and to achieve state climate and environmental goals.

(c)

(3) People who are walking or bicycling are killed or seriously injured in California at much higher rates than car drivers or passengers based on their percentage of trips and relative miles traveled, and these disproportionate rates are increasing each year.

(d)

(4) Underserved communities, including low-income communities and communities of color, lack safe streets, bicycle lanes, and sidewalks. In many cases, underserved communities also lack access to private vehicles, are dependent on shared rides or public transit, or simply lack any reliable transportation options. As a result, these communities experience higher rates of traffic fatalities and serious injuries and chronic diseases related to air pollution and the lack of safe physical activity.

(e)

(5) The Department of Transportation adopted Director's Policy 37 (DP-37) in 2021 to establish the department's "organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, [the department] will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities."

(f)

(6) Despite policy commitments by the department since 2008 to implement safe and multimodal street designs, progress ~~towards~~ *toward* implementation has been slow. The 2024 draft state highway operation and protection program (SHOPP) reveals that significant progress must still be made toward achieving the policy set forth in DP-37 and delivering facilities that are comfortable, convenient, and connected for users of all ages and abilities. According to the 2024 draft SHOPP, only 21 percent of SHOPP projects include meaningful complete streets facilities, such as bikeways, sidewalks, and crosswalks, and the investment levels fall short of being on track to reach the department's 10-year investment projections. At the same time, deaths and serious injuries from vehicles ~~have increased and have reached an all-time high.~~ *in California reached an over 30-year high in 2022, which is the most recent year with finalized data.*

(g)

(7) Transit is a key part of a complete street. As the owner and operator of the state highway system, the department should play a pivotal role in improving public transit by advancing transit priority corridors to speed up transit vehicles stuck in traffic and make transit more convenient and attractive for current and future transit users.

(h)

(8) Making buses faster and more reliable addresses inequities embedded in the current transit system. When transit is given priority on California's roadways, buses are even more well-suited to deliver many more people to destinations in a less stressful, less polluting, and less costly manner than private vehicles.

(i)

(9) Transit priority has many proven benefits. When transit moves quickly, predictably, and reliably, it results in shorter travel times, more competitive service that attracts new riders, and more reliable travel times allowing for seamless transfers, lower operating costs, and more revenue for transit agencies. It also improves safety by reducing bus-automobile conflicts and creates faster response times for emergency vehicles.

(j)

(10) The department should play a leadership role in advancing transit priority as part of its commitment to making roads work for people who walk, bike, or use transit. This includes making changes to the state highway network to support fast and reliable transit travel.

(k)

(11) In 2023, the department drafted and began stakeholder engagement on a transit priority policy but it has not yet published or adopted a publicly available version of this policy.

(b) It is the intent of the Legislature that the department consider both of the following for purposes of specific outreach targeted to the most underserved communities and areas pursuant to Section 14526.8 of the Government Code:

(1) Disadvantaged communities, as defined by a region following a stakeholder engagement process that is part of a regular four-year cycle adoption of a regional transportation plan by a metropolitan planning organization or a regional transportation planning agency.

(2) Equity priority communities based on the transportation equity index or a similar or successor tool established by the department with stakeholder input.

SEC. 2. Section 14526.4 of the Government Code is amended to read:

14526.4. (a) The department, in consultation with the commission, shall prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program required by Section 14526.5. The asset management plan shall be consistent with any applicable state and federal requirements.

(b) The department shall include complete streets assets in the asset management plan, including pedestrian, bicycle, and transit priority facilities on the state highway system that are not required under the federal Americans with Disabilities Act of 1990 (Public Law 101-336).

(c) In connection with the asset management plan, the commission shall do both of the following:

(1) Adopt targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.

(2) Review and approve the asset management plan.

(d) As used in this section, "asset management plan" means a document assessing the health and condition of the state highway system with which the department is able to determine the most effective way to apply the state's limited resources.

SEC. 3. Section 14526.6 of the Government Code is amended to read:

14526.6. (a) The department shall report to the commission quarterly, for projects that complete construction in the previous quarter, on the information outlined in subdivision (b) for all major state highway operation and protection program projects, as defined by the commission pursuant to subdivision (f) of Section 167 of the Streets and Highways Code.

(b) The department shall report to the commission on the approved capital and support budgets compared to expenditures at contract construction acceptance for all projects included in subdivision (a).

(c) The department shall develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the state highway operation and protection program. The plain language performance report shall include a description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities, on each project, including the number, extent, *cost*, and type of the facilities.

SEC. 4. Section 14526.8 is added to the Government Code, to read:

14526.8. (a) ~~To the extent provided in subdivision (f) of Section 2030 of the Streets and Highways Code and consistent with the most recent department guidance in locations with current or future complete streets needs, the department shall incorporate complete streets elements~~ *(1) Consistent with proportional progress toward the State Highway System Management Plan's 10-year targets, the department shall commit to specific 4-year targets to incorporate complete streets facilities* into projects funded by the state highway operation and protection program, including on entrances and exits that interact with local streets.

(2) Beginning with the 2028 state highway operation and protection program, the department shall, to the extent feasible and appropriate, in locations with current or future transit priority needs, provide and improve transit priority facilities on the state highway system in a manner consistent with the department's most recent guidance, transit plans, and the State Highway System Management Plan.

(b) (1) ~~Each project development team established by the department for a project pursuant to subdivision (a) For projects funded by the state highway operation and protection program with complete streets facilities, the department shall consult with, and document consultation with, public agencies and representatives from local bicycle, pedestrian, and transit advisory committees, community-based organizations, or other local stakeholders impacted by the project regarding the pedestrian, bicycle, and transit priority facilities proposed for the project. In consultation with stakeholders, the department shall develop guidance to implement this subdivision.~~

(2) ~~A complete streets project~~ *A project with complete streets facilities* in an underserved community shall include specific outreach targeted to the most underserved areas. ~~For purposes of this paragraph, an underserved community includes both of the following:~~

~~(A) Disadvantaged communities, as defined by a region following a stakeholder engagement process that is part of a regular four-year cycle adoption of a regional transportation plan by a metropolitan planning organization or a regional transportation planning agency.~~

~~(B) Equity priority communities based on the transportation equity index established by the department.~~

(c) If the department decides to not include complete streets facilities in ~~capital and maintenance projects in a manner consistent with the department's guidance on any project in~~ the state highway operation and protection program, the justification for that decision shall be documented with final approval by the ~~responsible district~~ director *or an executive with authority delegated by the director*, and posted to the department's public internet website. *If the director delegates the authority described in this subdivision to an executive at the district level, the department shall develop guidance, in consultation with stakeholders, for that delegated authority to approve.*

SEC. 5. Section 149.20 is added to the Streets and Highways Code, to read:

149.20. (a) On or before January 1, 2026, the director shall adopt a transit policy to guide the implementation of transit priority facilities and transit stops on the state highway system.

(b) The policy described in subdivision (a) shall be developed in consultation with relevant stakeholders, including, but not limited to, transit operators, local governments, regional transportation planning agencies, and transit advocacy organizations.

(c) On or before January 1, 2027, the department shall adopt guidance that does both of the following:

(1) Defines transit performance measures.

(2) Identifies specific responsibilities for the department's programs, divisions, districts, and offices in supporting the reliable, predictable, and fast movement of transit vehicles on the state highway system.

(d) On or before July 1, ~~2027~~, 2028, the department shall adopt design guidance for transit priority facilities.

SEC. 6. Section 164.6 of the Streets and Highways Code is amended to read:

164.6. (a) (1) The department shall prepare a State Highway System Management Plan. The plan shall include a 10-year state highway system rehabilitation plan for the rehabilitation or reconstruction, or the combination thereof, by the State Highway Operation and Protection Program, of all state highways and bridges owned by the state. The plan shall identify all rehabilitation needs for the 10-year period beginning on July 1, 1998, and ending on June 30, 2008, and shall include a schedule of improvements to complete all needed rehabilitation during the life of the plan not later than June 30, 2008. The plan shall be updated every two years beginning in 2000.

(2) The State Highway System Management Plan shall also include a five-year maintenance plan that addresses the maintenance needs of the state highway system. The maintenance plan shall be updated every two years, concurrent with the rehabilitation plan described in paragraph (1). The maintenance plan shall include only maintenance activities that, if the activities are not performed, could result in increased State Highway Operation and Protection Program costs in the future. The maintenance plan shall identify any existing backlog in those maintenance activities and shall recommend a strategy, specific activities, and an associated funding level to reduce or prevent any backlog during the plan five-year period.

(b) (1) The State Highway System Management Plan shall include specific quantifiable accomplishments, goals, objectives, costs, and performance measures, including for complete streets facilities, ~~as described in subdivision (f) of Section 2030~~, including pedestrian and bicycle facilities, consistent with the asset management plan required by Section 14526.4 of the Government Code. The plan shall contain strategies to control costs and improve efficiency of the State Highway Operation and Protection Program.

(2) Commencing in 2027, the State Highway System Management Plan shall, to the extent feasible, include specific quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities, consistent with the asset management plan required by Section 14526.4 of the Government Code and the department's transit policy and associated guidance.

(c) The State Highway System Management Plan for rehabilitation and maintenance shall attempt to balance resources between State Highway Operation and Protection Program activities and maintenance activities in order to achieve identified goals at the lowest possible long-term total cost. If the maintenance plan recommends increases in maintenance spending, it shall identify projected future State Highway Operation and Protection Program costs that would be avoided by increasing maintenance spending. The department's maintenance division shall identify highway maintenance projects and associated costs that allow it to achieve the requirements of this subdivision.

(d) The draft State Highway System Management Plan shall be submitted to the commission for review and comments not later than February 15 of each odd-numbered year, and the final plan shall be transmitted by the department to the Governor and the Legislature not later than June 1 of each odd-numbered year. The department shall make the draft of its proposed plan available to regional transportation agencies for review and comment, and shall include and respond to the comments in the final plan.

(e) The State Highway System Management Plan shall be the basis for the department's budget request and for the adoption of fund estimates pursuant to Section 163.

SEC. 7. Section 671.5 of the Streets and Highways Code is amended to read:

671.5. (a) The department shall either approve or deny an application from an applicant for an encroachment permit within 60 days of receiving a completed application, as determined by the department. An application for an encroachment permit is complete when all other statutory requirements, including the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), have been complied with. The department's failure to notify the applicant within that 60-day period that the permit is denied shall be deemed to constitute approval of the permit. Thereafter, upon notifying the department, the applicant may act in accordance with its permit application, as if the permit had been approved.

(b) All of the following shall apply to the department's review of an application for an encroachment permit for a broadband facility:

(1) The department shall specify in writing all permit application criteria. It is the intent of the Legislature to ensure a streamlined, predictable, and expeditious process by which the department reviews broadband facility permit applications in order to achieve the rapid deployment of broadband facilities on highways.

(2) Within 30 days after an application for an encroachment permit for a broadband facility is submitted, the department shall notify the applicant in writing whether the permit application is deemed complete. If the department does not notify the applicant within that 30-day period that the application is incomplete, the failure to notify shall be deemed to constitute a finding that the permit application is complete.

(3) If the department deems a permit application incomplete, the department shall do all of the following:

(A) At the time of notifying the applicant that the application is incomplete, furnish to the applicant a detailed explanation why the application is incomplete, with reference to the specific application criteria that the application does not meet.

(B) Identify all supplemental information necessary to complete the application.

(C) In a timely manner and no later than 14 days after a meeting is requested by the applicant, meet with the applicant to discuss any outstanding supplemental information necessary to complete the application. The department shall not be required to participate in more than three individual meetings with the applicant and shall not be required to meet in excess of four hours for each permit application.

(D) Provide the applicant with no less than 30 days to resubmit its application with the supplemental information that the department identified in the notice. The applicant's failure to respond with additional information during that period shall be deemed to constitute a withdrawal of the application.

(4) Within 30 days after receiving supplemental information from an applicant pursuant to paragraph (3), the department shall approve or deny the application.

(c) If the department denies an application for an encroachment permit, the department shall, at the time of notifying the applicant of the denial, furnish to the applicant a detailed explanation of the reason for the denial.

(d) The department shall adopt regulations prescribing procedures for an applicant to appeal to the director for a final determination of the department's denial of an application. The appeal shall be made in writing to the director. There shall be a final written determination by the director within 60 calendar days after receipt of the applicant's written appeal. The adopted regulations shall require the appellant to pay to the department a fee of not more than 50 percent of the estimated administrative cost to the department of conducting the appeal.

(e) This section does not preclude an applicant and the department from mutually agreeing to an extension of any time limit provided by this section.

(f) (1) On or before January 1, 2027, the department shall develop and adopt a process for project intake, project evaluation, and encroachment permit review for complete streets facilities, including pedestrian, bicycle, and transit priority facilities, that are sponsored by a local jurisdiction or a transit agency. The department shall design this process to enable the department to comply with subdivision (a).

(2) The department shall report annually to the commission regarding project applications submitted pursuant to the process adopted pursuant to paragraph (1). The report shall include, but not be limited to, all of the following information:

(A) The number of completed applications submitted.

(B) The number of encroachment permits issued.

(C) The number of days required to process each application.

(3) The department shall post the report described in paragraph (2) on the department's internet website.

(4) The department shall designate an encroachment permit manager in each district to ensure that applications for complete streets facilities are reviewed through the process adopted pursuant to paragraph (1). The encroachment permit manager shall have expertise in bicycle, pedestrian, and transit priority facilities.



AGENDA ITEM 10
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$80,020 for memberships and sponsorships with 1) the California Association of Councils of Governments (\$50,520), 2) CoMotion (\$10,000), 3) UCLA Lake Arrowhead Symposium (\$7,500), 4) Mileage-Based User Free Alliance (\$5,000), and 5) LA County Business Federation (\$7,000).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At its August 20, 2024, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$80,020 for memberships and sponsorships with 1) the California Association of Councils of Governments (\$50,520), 2) CoMotion (\$10,000), 3) UCLA Lake Arrowhead Symposium (\$7,500), 4) Mileage-Based User Free Alliance (\$5,000), and 5) LA County Business Federation (\$7,000).

BACKGROUND:

Item 1: California Association of Councils of Governments (CALCOG)

Type: Membership **Amount:** \$50,520

Established in 1977, the California Association of Councils of Governments (CALCOG) is a statewide association representing 47 regional planning agencies to serve its members' needs for regional coordination and policy development. CALCOG works with and through its members to:

- Review plans and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;

- Conduct statewide workshops and conferences that provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on issues of concern to the regions and state.

The Fiscal Year (FY) 2024-2025 annual dues are \$50,520, which is \$4,320 higher than the FY 2023-2024 dues of \$46,200. Given the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership remains invaluable to SCAG.

CALCOG provides a strong voice for regional organizations in Sacramento. Three years ago, CALCOG was instrumental in including the first Regional Early Action Planning (REAP) Housing Grant 2019 program with a \$125 million allocation in Governor Newsom’s Housing Budget. SCAG received \$47 million to help local communities promote and increase the housing supply. CALCOG sought to expand the program this past year and secured \$600 million for MPO regions for the REAP 2.0 program. These funds will support the Sustainable Communities Strategy, infill housing development, reduce Vehicle Miles Traveled (VMT), and support Affirmatively Furthering Fair Housing (AFFH).

CALCOG Board Members include one of SCAG’s Past Presidents, Jan Harnik, and Regional Council Members Margaret Finlay and Alan Wapner.

Item 2: CoMotion

Type: Sponsorship **Amount:** \$10,000

The CoMotion LA '24 Conference will be held from November 13-14, 2024, in the heart of the Arts District at the Japanese American National Museum. The event will bring together key public and private stakeholders shaping the future of mobility to emerge with new policy and innovation mandates for a more connected, innovative, and sustainable urban future. CoMotion will offer a curated three-day conference full of immersive and interactive talks, pitches, demos, and workshops to find a path forward for cities and mobility systems.

CoMotion LA is the leading global conference and expo focused on New Mobility. It is an initiative of the NewCities Foundation, the Montreal-based nonprofit institution dedicated to improving the quality of life and work in 21st-century cities worldwide. Over a thousand international leaders, including mayors, policymakers, CEOs, leading researchers, innovators, nonprofit, and civil society leaders will gather to discuss key themes, including reimagining infrastructure, designing seamless journeys, connecting communities, and powering sustainable mobility. Speakers for this year’s conference include LA Metro CEO Stephanie Wiggins, LADOT General Manager Laura Rubio Cornejo, and other top officials across the public, private, and nonprofit sectors.

SCAG sponsored this event in 2017, 2018, 2019, 2022, and 2023. The feedback was very positive due to the integration of the agency's various programs and projects. SCAG staff recommends sponsorship of this event in the amount of \$10,000, which will provide SCAG with the following:

- SCAG to be branded as a CoMotion LA '24 Partner, which includes branding on websites, print, marketing materials, social media channels, and on-site signage;
- SCAG Executive Director or President invited to speak on a CoMotion Panel at the conference (whether virtual or in-person);
- Ten (10) admission passes for senior SCAG executives and leadership team and/or clients to the event;
- List of CoMotion LA '24 participants;
- Opportunity to share SCAG content on the CoMotion LA newsletter; and
- Exhibitor Space

Item 3: 2024 UCLA Lake Arrowhead Symposium
Type: Sponsorship **Amount:** \$7,500

The University of California, Los Angeles (UCLA) Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues each year. This year's Symposium – *Mega Events: Major Opportunities* – will convene from October 13-15, 2024, at the UCLA Lake Arrowhead Conference Center and will bring together a diverse and intimate group of influential policymakers, private sector stakeholders, public sector analysts, consultants, advocates, and researchers to delve into the pressing public policy challenges at the nexus of transportation, land use, and the environment. SCAG has been a sustaining co-sponsor for this program, enabling SCAG to maintain membership on the 2023-2024 Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers, nominating experts to attend the Symposium consistent with SCAG goals.

SCAG staff recommends that the agency sponsor the event at the "Gold Sponsor" level in the amount of \$7,500, which provides SCAG with the following:

- Two (2) complimentary registrations;
- Two (2) registrations at 50% off (Registration costs \$1,400);
- Three (3) registration reservations;
- Breakfast or Lunch recognition as a sponsor of a portion of the Symposium;
- Small logo recognition in online program and printed materials;
- Opportunity to exhibit printed materials for attendees;
- Small logo recognition in two annual UCLA ITS Online Symposia;
- Two (2) complimentary full registrations to the 2024 UCLA ITS Downtown LA Event;
- Two (2) 50 percent off registrations to the 2025 UCLA ITS Downtown LA Event; and

-
- Two (2) Complimentary invitations to the UCLA ITS Reception at the Annual Meeting of the Transportation Research Board.

Item 4: Mileage-Based User Free Alliance (MBUFA)

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

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

Item 5: LA County Business Federation (BizFED)

Type: Membership **Amount:** \$7,000

The LA County BizFed is made up of more than 180 business organizations representing over 400,000 employers with 3.5 million employees throughout Los Angeles County, along with Southern California's leading civic-minded corporations and public agencies. The organization advocates for policies and projects that strengthen the regional economy. This membership will allow SCAG access to continue to utilize BizFed's massive business networks to actively promote SCAG's initiatives such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Southern California Economic Summit, and other planning activities.

The Bronze Level membership would provide SCAG with the following benefits:

- One (1) voting seat on the BizFed Board of Directors;
- One (1) voting seat on the BizFed Advocacy Committee;
- SCAG's website link on the BizFed website – BizFed.org; and
- Access for up to five (5) representatives from SCAG to all BizFed intelligence sharing and events.

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to \$80,020 for memberships and sponsorships with 1) the California Association of Councils of Governments (\$50,520), 2) CoMotion (\$10,000), 3) UCLA Lake



Arrowhead Symposium (\$7,500), 4) Mileage-Based User Free Alliance (\$5,000), and 5) LA County Business Federation (\$7,000) to the LCMC at its meeting on August 20, 2024. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$57,520 for the membership with CALCOG and Los Angeles County Business Federation is included in the approved FY 24-25 General Fund Budget.

\$22,500 for the membership with MBUFA and sponsorships for the UCLA Lake Arrowhead Symposium and CoMotion LA '24 is included in the approved FY 24-25 Indirect Cost Budget.



AGENDA ITEM 11
REPORT

Southern California Association of Governments
September 5, 2024

To: Regional Council (RC)
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: September 2024 State and Federal Legislative Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

STATE

California State Legislature Schedule Update

The Legislature officially ended the 2023-2024 Legislative Session on August 31, 2024. Prior to the end of session, legislators faced a flurry of action on over 500 bills and various legislative deadlines, including the last day to amend bills on the floor (August 23, 2024) and the deadline for each house to pass bills (August 31, 2024). The final recess, ending the legislative session for the year, began on August 31, 2024. However, the deadline for Governor Newsom to sign or veto bills passed by the Legislature is September 30, 2024, and non-urgency bills signed into law by that deadline will go into effect on January 1, 2025. After the November 2024 General Election, the Legislature will reconvene for an organizational session on December 2, 2024, and invite the new class of Legislators to prepare for the 2025-2026 Legislative Session, which will begin on the first week of January 2025.

The table below highlights recent and upcoming legislative deadlines:

Date	Description
August 19-31, 2024	Floor session only.
August 23, 2024	Last day to amend bills on the floor.
August 31, 2024	Last day for each house to pass bills.
August 31, 2024	Final Recess begins upon adjournment.
September 30, 2024	Last day for the Governor to sign or veto bills.
October 2, 2024	Bills enacted on or before this date take effect January 1, 2025.

November 5, 2024	General Election
December 2, 2024	2025-26 Regular Session convenes for Organizational Session at 12 noon

BAHFA pulls \$20 billion housing bond from November ballot

The Bay Area Housing Finance Authority (BAHFA) unanimously voted to remove a \$20 billion bond ballot measure on August 14, 2024, the deadline to pull a measure from the ballot. If approved by voters in the November 2024 General Election, the bond would have created a revenue source funded by increased property taxes for producing new and preserving existing affordable housing throughout the Bay Area region, totaling over 70,000 units.

BAHFA initially placed the measure on the ballot in June. Polls showed that voters’ support stagnated at around 54 percent as they remained concerned about taxes and high inflation and were cautious about approving general obligation bond debt. BAHFA decided to move forward with placing the bond on the ballot regardless, as they predicted it would pass along with Proposition 5, a proposal that would lower the voting threshold for general bonds in the state from two-thirds, or 66 percent, to 55 percent. If a majority of voters supported Prop. 5, the lower voting threshold of 55 percent would apply to BAHFA’s \$20B bond ballot measure. However, if voters rejected Prop. 5, BAHFA’s bond measure would be subject to the current two-thirds threshold, which the polling demonstrated would be difficult to reach.

BAHFA also decided to withdraw the measure after various discrepancies were found, including the annual projected cost to taxpayers through FY 2077-78 being listed at \$670 million, when the actual amount was \$910 million after interest, approximately 35 percent higher. Given these large discrepancies, and the polling support levels for both Prop. 5 and the \$20B Housing Bond, BAHFA decided to remove the measure from the ballot, followed by a joint statement with the Association of Bay Area Governments (ABAG), stating that BAHFA and ABAG will reintroduce the measure when there is “more certainty and the voters have weighed in affirmatively on Proposition 5.”

Senator Allen Pulls Senate Constitutional Amendment 2 From the November 2024 Ballot

State Senator Benjamin Allen (D-Santa Monica) introduced Senate Constitutional Amendment (SCA) 2 in December 2020. SCA 2 would repeal Article 34 of the California Constitution to remove barriers to building public low-income housing in the state. Initially adopted in 1950 by California voters, Article 34 requires local voters to approve any new public low-income rental housing. Article 34 was adopted during a time of heavy racial segregation in housing and as a rebuke to increased federal investment in public housing. Thus, Senator Allen argued that removing this barrier would allow local governments to build more housing at a time when the state faces an acute housing crisis. SCAG adopted a “support” position on SCA in May 2021.

While the Legislature passed SCA 2 in September 2022, and the measure was set to be placed on the November 2024 ballot, Senator Allen decided to pull it from the ballot in June 2024, right before the deadline to remove measures from the ballot. Senator Allen stated that it was not the right time to place this measure on the ballot given that it is dense, containing ten other measures that voters will consider this fall. However, Senator Allen stated that the Legislature is making good progress in addressing housing production and could consider reintroducing SCA 2.

Update on SCAG-Sponsored RHNA Reform Bill AB 2485 (Carrillo)

SCAG's sponsor bill, Assembly Bill (AB) 2485 by Assemblymember Juan Carrillo, progressed through both its assigned committees in the Assembly and the floor before it landed in Senate Housing. There, the chair of Senate Housing, Senator Nancy Skinner (D-Berkeley), expressed concern over the structure of the bill's proposed COG-specific panels, citing their potential to slow down the existing process.

Following multiple meetings with the Department of Housing & Community Development (HCD) and committee staff, the bill was amended by the committee to convene one panel of experts to advise HCD on the department's RHNA methodology and data for all councils of governments (COG) at the start of each eight-year RHNA planning cycle, rather than convening one panel per COG before each region's individual Regional Housing Needs Assessment Determinations (RHND) were assigned. Further, the bill was amended so that the provisions requiring the panel of experts would not start until the eighth cycle, as the seventh cycle had already started for some smaller jurisdictions. The transparency requirements of the bill were left intact.

Following AB 2485's passage from Senate Housing, the bill was ultimately held in submission in the Senate Appropriations Committee during the suspense file hearing during which hundreds of bills were heard in rapid fire succession with no opportunity for public comment. The meeting took place on August 15. As no additional meeting was held on Friday, August 16, the final deadline for bills to move out of appropriations, AB 2485 is dead and can no longer move forward.

FEDERAL

Federal Appropriations Bills Update

August recess began for both chambers of Congress on August 5, 2024, and will last until September 9, 2024. The House concluded its proceedings after passing only five of twelve appropriations bills, while the Senate concluded its proceedings without having passed any. The House passed Appropriations bills for Military Construction-Veterans Affairs, State-Foreign Operations, Homeland Security, Defense, and Interior-Environment. While the House took an additional vote to consider passage of the Legislative Branch Appropriations Bill, it failed by a margin of 205 to 215. Once Congress reconvenes on September 9, the House and Senate will have only three weeks to pass all twelve appropriations bills before the end of the federal fiscal year on September 30, 2024, or agree to a continuing resolution (CR) to avoid a government shutdown. An



overview and status of House and Senate FY 25 appropriations bills, provided by SCAG’s federal lobbyist Holland & Knight, has been attached to this report.

Both chambers in session
 Senate only in session
 House only in session

July

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

August

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

September

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

October

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

November

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

December

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

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

Updated 11/17/23

EPA Announces \$4.3B in Grants Through the CPRG Program

On July 22, 2024, the Environmental Protection Agency (EPA) announced the selected recipients of the Climate Pollution Reduction Grants (CPRG) of over \$4.3 billion. CPRG was created to implement solutions that accelerate the country’s clean energy transition, address air pollution, further environmental justice, and tackle the climate crisis. There are twenty-five selected applications that will be funded to target reducing greenhouse gas pollution from the following sectors: transportation, electric power, commercial and residential buildings industry, agriculture/natural and working lands, and waste and materials management. This round of implementation grants further the impact of the \$250 million CPRG planning grants that were awarded the previous year and will ensure the selected projects’ implementation of climate pollution reduction measures that will achieve the desired GHG reductions by the year 2030.

The only selected application from California was from South Coast Air Quality Management District. This application will support the metropolitan statistical areas of Los Angeles, Long Beach-Anaheim, Riverside-San Bernadino-Ontario to decarbonize transportation and goods movement. The project, named INVEST CLEAN- Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness, will incentivize electric charging equipment, increase zero-emission freight vehicles, and replace or convert equipment and diesel freight switcher locomotives. The selected project is estimated to reduce a cumulative 3.6 million metric tons of CO2 equivalent by the year 2030 and 12.0 million metric tons of CO2 equivalent by 2050.

The benefits extend from reducing greenhouse gas emissions. INVEST CLEAN will support communities by creating an estimated 470 high quality jobs in California, support an apprenticeship pipeline into high quality union careers, educate communities about electric vehicles to accelerate their deployment, and build resilience in the freight sector with modernized vehicles and skilled workers. The selected project is estimated to reduce a cumulative 3.6 million metric tons of CO2 equivalent by the year 2030 and 12.0 million metric tons of CO2 equivalent by 2050.

Federal Notices of Funding Opportunities (NOFOs) Update

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

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

Program	Deadline	Agency
Charging and Fueling Infrastructure Grant (CFI)	August 28, 2024	U.S. Department of Transportation
Safe Streets & Roads for All (SS4A) Program	August 29, 2024	U.S. Department of Transportation
Wildlife Crossings Pilot Program	September 4, 2024	U.S. Department of Transportation
Railroad Crossing Elimination Grant Program	September 9, 2024	U.S. Department of Transportation
Bridge Investment Program (BIP), Planning and Bridge Project Grants	October 1, 2024	U.S. Department of Transportation
Pathways to Removing Obstacles to Housing (PRO Housing)	October 15, 2024	U.S. Department of Housing and Urban Development



Community Change Grants Program	November 21, 2024	U.S. Environmental Protection Agency
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FISCAL IMPACT:

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

ATTACHMENT(S):

1. Federal Appropriations Bill Update

Holland & Knight

Overview and Status of House and Senate FY 25 Appropriations Bills

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

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

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

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

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

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

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

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



AGENDA ITEM 12
REPORT

Southern California Association of Governments
September 5, 2024

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Jepson, Chief Planning Officer
213-236-1955, jepson@scag.ca.gov

Subject: 2024 Executive/Administration Committee (EAC) Retreat Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

From June 27 to 28, 2024, President Curt Hagman convened a retreat for the Executive/Administration Committee (EAC) to discuss strategic priorities for the upcoming year. The agenda included a review of the Board Employment Classification status; an overview on emerging issues related to Transportation Finance, Housing, and Sustainable Communities Strategy; an evaluation of the 2024 Regional Conference and General Assembly; and discussion related to the 2024-2025 Presidential Priorities and Policy Committee Outlooks for the upcoming year. This report summarizes those discussions and identifies necessary follow-ups. It also includes an updated Regional Council Outlook (Attachment 2), which reflects slight modifications to the schedule based on feedback from the EAC meeting held on July 31, 2024.

BACKGROUND:

During the annual EAC Retreat convened by President Hagman from June 27 to 28, the EAC discussed topics related to the Board Employment Classification; emerging issues related to Transportation Finance, Housing, Sustainable Communities Strategy; the 2024 Regional Conference and General Assembly; and the 2024-2025 Presidential Priorities and Policy Committee Outlooks.

Board Employment Classification Update

Jeffery Elder, Chief Counsel, provided an update on the classification of board members as independent contractors versus employees. He explained that an IRS finding regarding Metrolink, which required their board members to transition from 1099 independent contractors to W-2 employees, had prompted SCAG to reassess its own practices. Mr. Elder described the steps taken by SCAG to assess the situation, including seeking multiple legal opinions from outside legal counsel

and surveying MPOs in the state. He explained the Section 530 safe harbor under the Revenue Act of 1978 and detailed how SCAG met the criteria for the exemption. Based on the information presented, staff recommended continuing to treat SCAG's board members as independent contractors, which the EAC agreed with.

Emerging Issues: Transportation Finance, Housing, and Sustainable Communities Strategy

Transportation Finance

Annie Nam, Deputy Director of Transportation Planning, provided an overview of the state's current effort to prepare a transportation needs assessment for the next 10 years, inclusive of climate change impacts, in response to SB 1121. The state's initial 10-year funding shortfall is estimated to be \$200 to \$300 billion. There's an interim report that is currently available for review and the California Transportation Commission staff have held two workshops to date. The focus has been on a core set of principles in addressing revenue needs—to help define *what and why* we need to invest in transportation with a stabilized revenue source.

For additional context, SCAG's assessment of the regional impacts of recent zero-emission vehicle (ZEV) regulations was highlighted with an estimated \$93 billion loss in revenue over the life of Connect SoCal 2024. Staff emphasized that this drop in revenue will have a very real impact on the maintenance of our transportation system, especially for the state of good repair of local streets and roads. Staff reiterated the guiding principles and new funding strategies that were incorporated into Connect SoCal 2024, enabling a \$752 billion financial plan.

The Committee discussion highlighted next steps to advance the revenue conversation, including the need for continued engagement in state processes such as the state's latest road charge pilot program. There was emphasis on continued advocacy for the region's express lane system, which includes better aligning SB 743 implementation with regional plans like Connect SoCal 2024. Further, discussions focused on how transportation funding is becoming increasingly inequitable with growing ZEV penetration and how opportunities to stabilize transportation revenues via a road charge program, can potentially serve to mitigate some of these existing equity challenges.

Housing

Elizabeth Carvajal, Deputy Director of Land Use Planning, provided an overview on the state of housing in the region including housing production, housing element compliance, SCAG funding and technical assistance programs, the State's California's Housing Future 2040: The Next RHNA Report.

Overall, the presentation highlighted that housing production across the region has increased modestly, in line with state housing growth. Of note is that in the last few years, there has been a

noteworthy amount of accessory dwelling unit construction and increase in multi-family unit construction.

Given the importance of local policy that supports housing productions, the presentation touched on the status of housing element compliance and SCAG's housing technical assistance programs. As of June 2024, 27% of the housing elements in the region were not compliant with the majority of those in small jurisdictions (less than 100,000 population) and with 12 of those jurisdictions having median household income of \$50,000 or less.

Funding from the State through REAP 1 has become an inflection point for SCAG as an actor in the housing space. Through the REAP 1 program, SCAG funded over 100 projects and 53 awardees to execute a series of activities that support housing production across the region. These projects have increased the number of policies and programs that support housing, developed pre-approved plans, and significantly expanded the number of elected officials and members of the public who have been engaged on local housing efforts in their communities. A brief overview was also provided on the REAP 2 program and the various efforts that will support housing production through policy, financing and infrastructure planning, and implementation.

Finally, a brief overview was provided on the State's California's Housing Future 2040: The Next RHNA Report. As part of AB 101, HCD was tasked with preparing a report that outlined how to improve the Regional Housing Needs Assessment (RHNA) process. SCAG issued comments to HCD via a comment letter that was submitted in September 2023. The report was released in April 2024 and is organized by method of implementation (legislative changes versus things that HCD can execute administratively) as well as organized by three topic areas of the regional determination process, the COG-led processes such as methodology and appeals, and consistency with the RTP/SCS and growth forecasts. Staff will come to the Community, Economy, and Human Development (CEHD) Policy Committee in the fall to provide a summary of the report and how it does or does not respond to SCAG's comment letter.

Sustainable Communities Strategy

As background for SB 375 Target Update policy discussions to occur at the California Air Resources Board (CARB) this fall, Sarah Jepson, Chief Planning Officer, provided an overview of State policies aimed at reducing greenhouse gas emissions and the progress and challenges the SCAG region has faced in meeting ambitious state goals. Connect SoCal 2024, SCAG's most recently adopted Regional Transportation Plan/Sustainable Communities Strategy, has been submitted to the CARB for confirmation that the plan, if implemented, will achieve the regional greenhouse reduction targets for 2035, a requirement of SB 375. In advance of the next plan update, SCAG's target will be updated by CARB. The target update process will consider statutory, technological, and policy factors that have changed since the last target setting process.

The presentation and discussion at the EAC retreat focused on how the development pattern has changed across Southern California since the adoption of SB 375, as well as, how transportation investments have shifted to support cleaner mobility. EAC members also reflected on the opportunities and challenges the region has faced, including a lag in housing production, and discussed factors to be considered as part of the target update process and/or legislative reform. Members also discussed the role of technology and the need to reexamine the framework for SB 375 as gas-powered vehicles are replaced by a zero-emission fleet. SCAG staff anticipates inviting the California Air Resources Board to speak to changes in the policy environment at an RC meeting this year and will continue to facilitate conversations on SCAG's role in addressing climate change at the Policy Committees.

Evaluation of the 2024 Regional Conference and General Assembly

Javiera Cartagena, Chief Government and Public Affairs Officer, presented a summary on the 2024 Regional Conference and General Assembly Post-Event Report, highlighting metrics used in evaluating the event. Notably, the 2024 event exceeded the past year's events in registration, attendance and sponsorship revenue. Overall, a majority (56%) of attendees reported high satisfaction with the event, indicating that it met or exceeded their expectations. In post-event surveys, attendees also noted that event content and networking were their top reasons for attending.

In response to the presentation, Committee members discussed their feedback on the event as well as thoughts for how to improve it in future years. Some points of discussion included ideas for creating more focused networking opportunities during portions of the event, feedback on the use of media during the event and opportunities throughout the program to highlight specific issues in each county. Additionally, the committee expressed interest in receiving updates on event planning throughout the year and the potential for integrating Regional Conference and General Assembly programming with other workshops and panels throughout the year.

2024-2025 Presidential Priorities and Policy Committee Outlooks for the Upcoming Year

To facilitate a conversation on policy priorities and agenda setting for the upcoming year, SCAG staff shared the attached 2023-2024 Accomplishments (Attachment 1) and a preliminary set of priorities for 2024-2025 that were developed with feedback from President Hagman. During the retreat, President Hagman reiterated his interest in SCAG playing a leadership role on emerging technologies across all policy areas, including through more dialogue and information sharing during the Regional Council meetings. The EAC discussed and confirmed direction to staff to focus on emerging technologies as a key theme for agenda development, in addition to carrying forward discussions on transit recovery, goods movement and clean transportation technologies. The EAC also provided input on the remaining preliminary priorities as reflected in the updated Regional



Council Outlook (Attachment 2). The EAC also discussed the structure of the Regional Council meeting and members’ interest in reserving time to discuss cross-cutting issues by relying more upon the Policy Committees to take a larger role in addressing the business issues within their purview. This approach would minimize duplicative presentations at the Policy Committees and Regional Council, and instead, Policy Committee Chairs would be asked to briefly report out to the Regional Council on the recommended action items from their respective Policy Committees. Staff also shared with the EAC preliminary outlooks for each of the Policy Committees and noted that individual meetings would be set up with the Chairs and Vice Chairs prior to the September meetings to finalize the Policy Committee Outlooks.

Revised Regional Council Meeting schedule and Resumption of In-Person Regional Council Meetings

President Hagman and the Committee members engaged in discussions regarding the schedule of the EAC, Policy Committees and Regional Council meetings. Additionally, President Hagman expressed interest in having members return to in-person for all Regional Council meetings, while allowing for both in-person and remote participation options for the Policy Committees.

Beginning in September, and at least through the end of the calendar year, meetings of the Regional Council and EAC will be conducted in-person with no remote participation option. The Policy Committee meetings will continue to be conducted in hybrid format. Also, to more effectively facilitate these in-person meetings, the EAC will return to the first Thursday of the month. The revised schedule for regular EAC, Policy Committees and the Regional Council is as follows:

Executive/Administration Committee (EAC) - (in-person)	9:00 a.m. to 9:50 a.m.
Community, Economic and Human Development Committee (CEHD) - (hybrid)	10:00 a.m. to 11:45 a.m.
Energy and Environment Committee (EEC) - (hybrid)	10:00 a.m. to 11:45 a.m.
Transportation Committee (TC) - (hybrid)	10:00 a.m. to 11:45 a.m.
Regional Council (RC) - (in-person)	12:15 p.m. to 2:00 p.m.

The revised 2024 Schedule of Regular Meetings with meeting dates is included as Attachment 3.

FISCAL IMPACT:

None identified at this time. The work included in the 2024-2025 work plan is budgeted, however, during the year staff may bring back necessary amendments to the budget to address the needs related to the Priority Areas.



ATTACHMENT(S):

1. 2023-2024 EAC Work Plan Accomplishments
2. Regional Council Outlook
3. Revised 2024 Schedule of Regular Meetings with Meeting Dates

2023-2024 EAC Work Plan Accomplishments

Priority Area 1: Regional Policy Development—Regional Plan Update

2023-2024 Accomplishments:

1. Adopted an agency-wide SCAG Strategic Plan, grounded in extensive external and internal stakeholder participation, that identifies clear priorities, objectives and key results for near and medium-term coordinated actions.
2. Adopted Connect SoCal 2024 to direct resilient transportation investments and guide the region's jurisdictions towards an equitable and sustainable regional development vision.
3. Engaged elected leaders and community partners in the challenges facing Southern California by seeing firsthand examples of solutions through site visits, mobile workshops and training, including hosted tours of the new CA Air Resources Board (CARB) facility in Riverside, the ESRI campus in Redlands and Port Hueneme in Ventura County.
4. Brought together public and private sector leaders to identify challenges, share solutions and advocate for policies that support transit recovery, goods movement, and a smooth transition to clean transportation technologies, all key Presidential Priorities.

Priority Area #2: Leadership in Resource Deployment—Connect SoCal Implementation

2023-2024 Accomplishments:

1. After approving REAP 2021 funding programs and project lists consistent with the adopted program framework, engaged elected officials at every level of government in coordinated advocacy to reverse or mitigate a 50% reduction proposed by the Governor in his initial budget proposal.
2. Approved project lists for Federal and State funding programs administered by SCAG including the 2025 Federal Transportation Improvement Program and the Carbon Reduction Program reflecting an extensive process of stakeholder engagement during the development of the guidelines for those programs.
3. Pursued Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) resources for SCAG and partner led efforts to implement Connect SoCal and support regional capacity building to increase local competitiveness for federal and state grants.
4. Engaged and trained local jurisdiction and regional agencies on SCAG's local planning programs and information services to increase the awareness, reach and impact of SCAG services in advancing regional plans and policies.

Priority #3: Legislative Action

2023-2024 Accomplishments

1. Developed an outreach program and coalition effort to protect \$123 million in REAP funds for the Southern California region.

2023-2024 EAC Work Plan Accomplishments

1. Sponsored legislation to increase transparency measures in the RHNA determination process.
2. Successfully killed/neutered problematic legislation that would have impacted SCAG's planning processes.
3. Presented a unified California transportation community in Washington, D.C. to celebrate the IJJA's impacts on California.

Priority #4: Technology/Innovation Leadership

2023-2024 Objectives Accomplishments

1. Promoted innovations in transportation technologies and regional planning at the Emerging Technology Committee, Transportation Committee and Regional Council through expert panels on clean mobility and presentations of results from the Smart Cities pilot program.
2. Continued to oversee and champion delivery of innovative data tools and training available through the RDP that enhance local planning capacity in support of implementing regional goals at the local policy level.
3. Continued to evolve SCAG's hybrid cloud strategy in support of regional data sharing, modeling efforts to finalize Connect SoCal 2024, and enterprise business systems.
4. Explored emerging research and reporting on practical applications of artificial intelligence and adopted SCAG Generative Artificial Intelligence (GenAI) Acceptable Use Policy to protect the safety, privacy, and intellectual property rights of SCAG and ensure the output usage from these products is consistent with SCAG's expectations of quality and accuracy.

Regional Council Agenda Outlook for FY25

Date	Discussion	Business
September	<ul style="list-style-type: none"> • <i>Presidential Priority:</i> Transit Recovery & Technology 	<ul style="list-style-type: none"> • 2025 FTIP and Connect SoCal Amendment 1, Associated Transportation Conformity (proposed final)
October	Rosh Hoshana (No Meeting)	
November	<ul style="list-style-type: none"> • LA 28 Summer Olympics • Outside Speaker—HCD: RHNA Report 	<ul style="list-style-type: none"> • 2024 Sustainable Communities Program Guidelines • Trade Corridors Enhancement Program (TCEP) Regional Nominations
December	Economic Update (Without Economic Summit) <i>Presidential Priority:</i> Clean Transportation Technology	
January	New Years Holiday conflicts (No Meeting)	
February	<ul style="list-style-type: none"> • Outside Speaker--CARB: SB 375 & Target Setting 	<ul style="list-style-type: none"> • Clean Cities Coalition Strategic Plan
March	<ul style="list-style-type: none"> • Outside Speaker—CTC/CALSTA: Transportation Finance 	
April	<ul style="list-style-type: none"> • <i>Presidential Priority:</i> Goods Movement & Technology 	<ul style="list-style-type: none"> • STBG/CMAQ Program Guidelines Adoption • Smart Cities: Electric Vehicle Incentives Program Draft Guidelines • Active Transportation Program (ATP) and Sustainable Communities Program (SCP) Active Transportation & Safety – Recommended Projects



Southern California Association of Governments
 900 Wilshire Boulevard, Suite 1700
 Los Angeles, CA 90017

2024 Schedule of Regular Meetings - Update

[Approved by Executive/Administration Committee on behalf of the Regional Council: July 31, 2024]

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

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

Executive Administration Committee, Policy Committees and Regional Council
July 31, 2024 - EAC Meeting Only
September 5, 2024
October 3, 2024 – No Meetings (Dark)
November 7, 2024
December 5, 2024



AGENDA ITEM 13
REPORT

Southern California Association of Governments
September 5, 2024

To: Transportation Committee (TC)
Regional Council (RC)
From: Krista Yost, Assistant Regional Planner
(213) 630-1503, yost@scag.ca.gov
Subject: Transportation Trends Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:
Considering the COVID-19 pandemic’s enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the 12 months ending in June 2024. Overall, in June 2024, the region’s bus ridership is 13 percent below its pre-pandemic level. For L.A. Metro, the region’s largest transit operator, bus ridership has recovered more than rail ridership (down 12 percent vs. 21 percent, respectively, in June 2019 vs. 2024). Metrolink’s rail ridership is currently 45 percent lower than it was at this time in June 2019. Vehicular travel has recovered at a more robust rate. In the years following the onset of the pandemic, vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. After briefly eclipsing the pre-pandemic baseline in February 2024, for the first time since the onset of the pandemic, overall VMT declined back to about five percent below pre-pandemic levels between March and June 2024, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about five percent below the pre-pandemic baseline by the end of June 2024. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained around 30 percent since then, with a notable increase to 34 percent in June 2024, likely influenced by seasonal factors. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

The COVID-19 pandemic has had dramatic impacts on travel behavior across the country and in the SCAG region. Though we are now four years out from the pandemic's start, some transportation system impacts endure.

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD), administered by the Federal Transit Administration (FTA). The NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency neglected to report data on time. These delays make it difficult to provide immediate and current insights.

SCAG staff also sourced transit/rail data from the Los Angeles County Metropolitan Transportation Authority (L.A. Metro)'s Interactive Estimated Ridership Statistics dashboard, which provides monthly ridership statistics, line level trends, and historical information for L.A. Metro's bus and rail systems. Staff specifically utilized L.A. Metro's monthly all bus (both directly operated and purchased transportation) and rail ridership data. Additionally, staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink) to evaluate trends in regional rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the California Performance Measurement System (PeMS). PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the State Highway System (SHS). California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or hardware malfunctions. Essentially, PeMS provides a high-level accounting of SHS travel trends, but provides no direct insights regarding travel on the wider system that includes local roads and arterials. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. However, since the intention of this report is to provide the most current information, PeMS remains the most appropriate data source available for

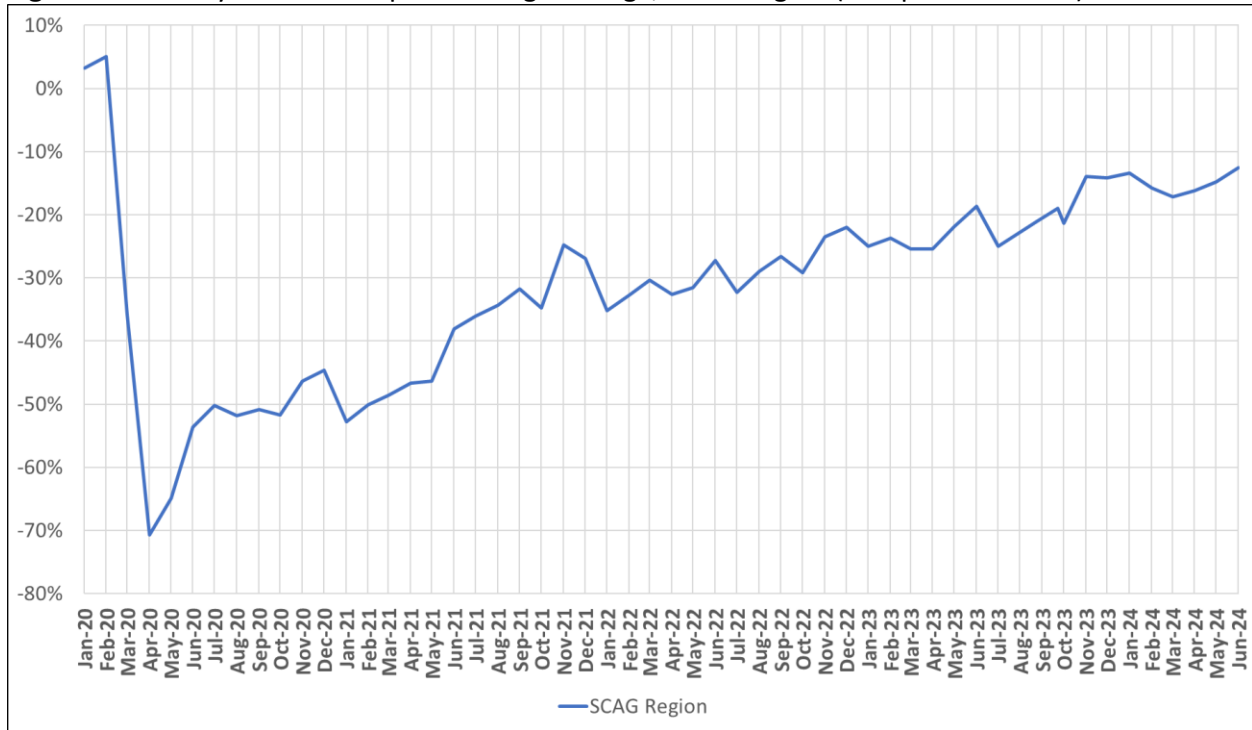
this analysis, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

For remote work trends, SCAG staff gathered and summarized data utilizing the Survey of Working Attitudes and Arrangements (SWAA) from WFH Research, which collects monthly online survey data from individuals aged 20 to 64 across the nation. The SWAA provides time series data on the extent of working from home and employer plans for working from home post-COVID for selected metropolitan areas such as the Los Angeles Combined Statistical Area (LA CSA), including Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. When comparing this data to the 2022 1-year American Community Survey (ACS) data, SCAG staff found that the LA CSA sample disproportionately represents individuals with college degrees or higher, while those without a high school degree are severely underrepresented. To adjust for this, staff reweighted the LA CSA sample by age, sex, and education using iterative proportional fitting (IPF) to align the sample with known population margins on these variables. The IPF procedure iteratively adjusts the weights so that the sample distributions match the known distributions in the 2022 1-year ACS. While the reweighted sample now more closely reflects the age and education distribution found in the ACS, it still underrepresents people without a high school degree and those with some college education. Nonetheless, the work-from-home rates across subgroups without a college degree are expected to show minimal differences.

Overall Transit/Rail Trends

Figures 1 and 2 and **Table 1** reflect NTD information. These graphics demonstrate that bus ridership levels have improved steadily over the course of the past year, though they are still below their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change, SCAG Region (Compared to 2019)



Source: Federal Transit Administration National Transit Database, as of June 2024.

Table 1. Bus Ridership Change by Operator (Compared to 2019)

Bus Operator	FY24 Qtr1	FY24 Qtr2	FY24 Qtr3	FY24 Qtr4
	Jul-Sep	Oct-Dec	Jan-Mar	Mar-Jun
Anaheim Transportation Network	-7%	-4%	-3%	-5%
Antelope Valley Transit Authority	-41%	-28%	-30%	-39%
Beach Cities Transit (City of Redondo Beach)	-33%	-29%	-27%	-33%
City of Commerce Municipal Buslines	23%	23%	33%	34%
City of Glendale	-43%	-43%	-38%	-38%
City of Los Angeles Department of Transportation	-16%	-10%	-15%	-16%
City of Pasadena	-26%	-25%	-18%	-21%
Culver City Municipal Bus Lines	-39%	-30%	-36%	-34%
Foothill Transit	-28%	-19%	-20%	-21%
Gold Coast Transit	-7%	0%	7%	3%
City of Gardena Transportation Department	-39%	-33%	-24%	-21%
Imperial County Transportation Commission	2%	25%	25%	23%
Long Beach Transit	-13%	-18%	-26%	-23%

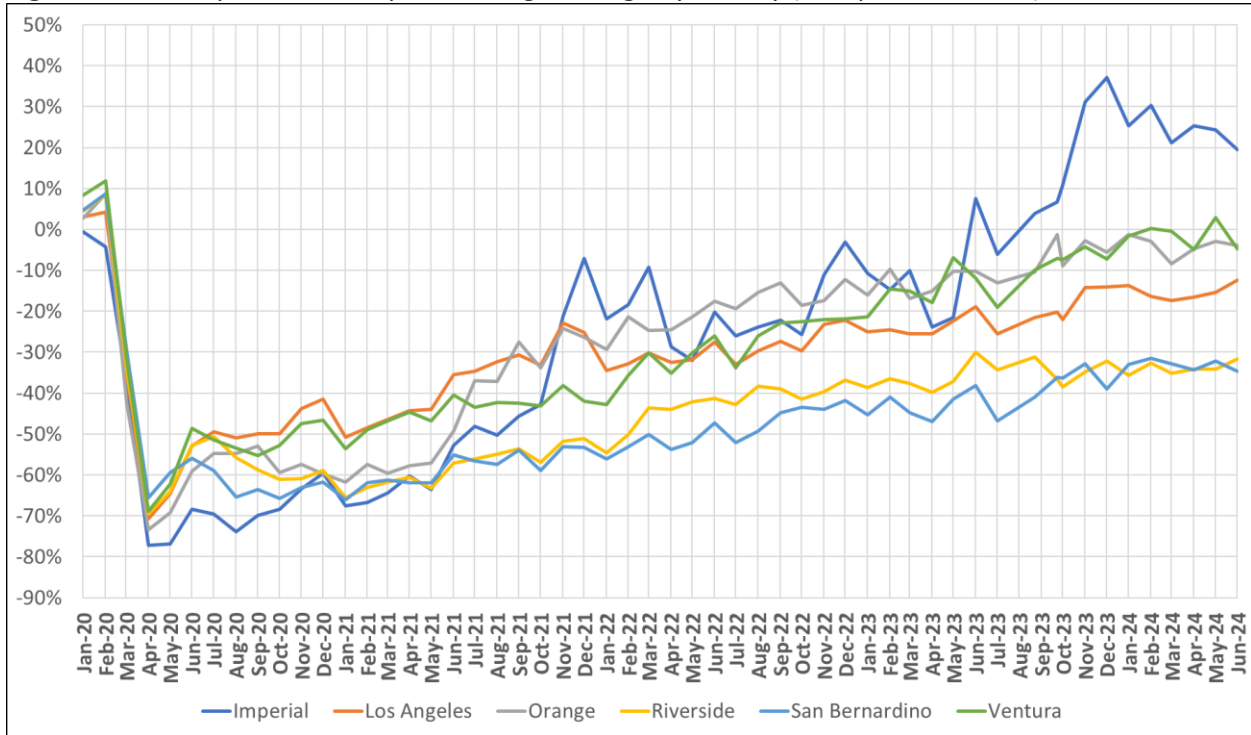
Bus Operator	FY24 Qtr1 Jul-Sep	FY24 Qtr2 Oct-Dec	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Mar-Jun
Los Angeles County Metro	-21%	-15%	-13%	-12%
Montebello Bus Lines	-44%	-45%	-46%	-47%
Norwalk Transit System	-24%	-23%	-18%	-17%
Omnitrans	-41%	-37%	-32%	-34%
Orange County Transportation Authority	-9%	-6%	-5%	-4%
Riverside Transit Agency	-32%	-35%	-34%	-33%
Santa Clarita Transit	-12%	-56%	-11%	-13%
Santa Monica's Big Blue Bus	-36%	-31%	-28%	-32%
SunLine Transit Agency	-38%	-37%	-35%	-35%
Torrance Transit System	-51%	-51%	-40%	-36%
Ventura Intercity Service Transit Authority	-35%	-38%	-38%	-33%
Victor Valley Transit Authority	-45%	-27%	-34%	-32%
TOTAL	-22%	-17%	-15%	-15%

Source: Federal Transit Administration National Transit Database, as of June 2024.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial County experiencing the most significant increase of 11 percent when comparing June 2023 to June 2024. Meanwhile, Ventura, Los Angeles, Orange, and San Bernardino counties have experienced smaller gains of eight percent, eight percent, seven percent, and six percent, respectively. Riverside County is the only county in the region experiencing a loss in ridership, with a two percent decrease over the same period. Overall, regional bus ridership increased by seven percent during this time. It is worth noting that the June increases align with trends from preceding months, except for the notable fluctuations in Imperial and Ventura Counties. For example, regional bus ridership increased by nine percent from May 2023 to May 2024 and by 12 percent from April 2023 to April 2024. Imperial and Ventura Counties experienced significantly higher gains in prior months. For instance, bus ridership in Imperial County rose by 58 percent in May and 65 percent in April. In Ventura County, bus ridership grew by 16 percent in May and 24 percent in April.

Overall, these trends represent a significant improvement from June 2020, when regional transit ridership was down by 54 percent. However, bus ridership remains below pre-pandemic levels in all counties except Imperial County, as shown in **Figure 2**. In Imperial County, bus ridership is 19 percent above pre-pandemic levels for the most recent month of data available, June, consistent with preceding months (e.g., Imperial County bus ridership was 24 percent above pre-pandemic levels in May). Although bus ridership is currently down by five percent in Ventura County, it is important to note that it was three percent above pre-pandemic levels in May, marking the first month the county exceeded pre-pandemic levels. As previously mentioned, the region's overall bus ridership is currently 13 percent below pre-pandemic levels.

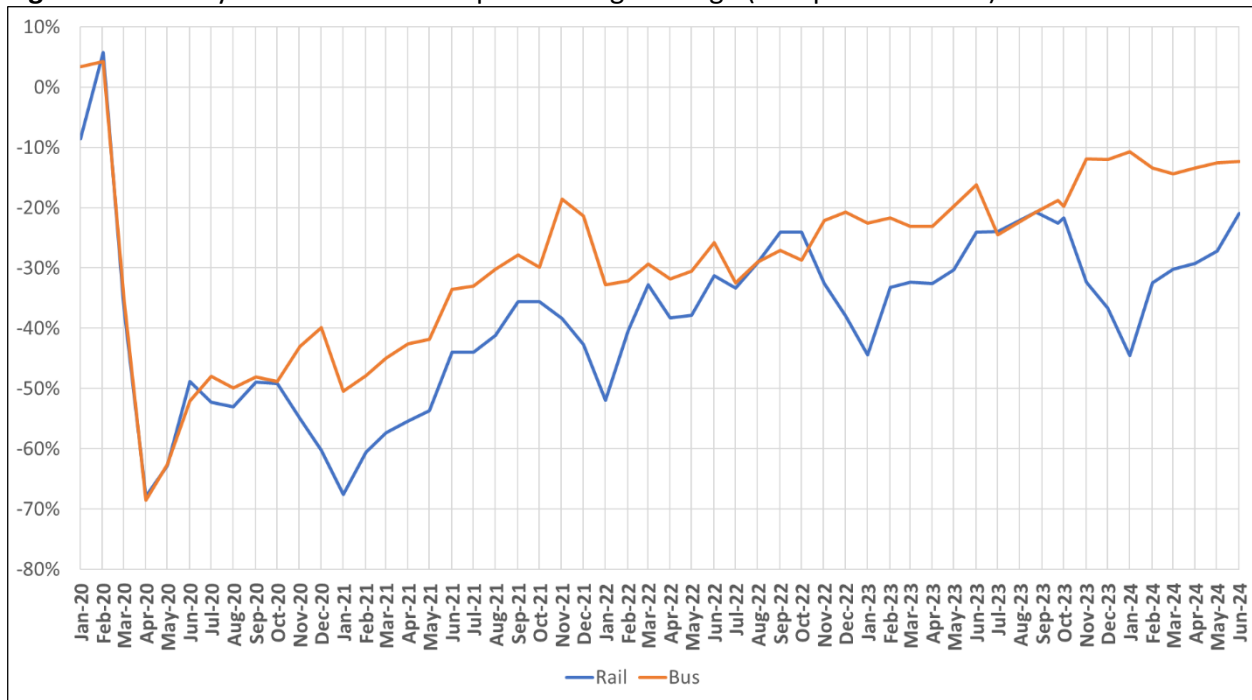
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



Source: Federal Transit Administration National Transit Database, as of June 2024.

Data reported by L.A. Metro for its bus and rail systems through June 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly five percent in June 2024 compared to June 2023, marking the nineteenth consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by four percent over the same time period. Although these trends are an improvement from June 2020, they remain below pre-pandemic levels. For example, compared to June 2019, bus ridership in June 2024 was down 12 percent, and rail ridership was down 21 percent.

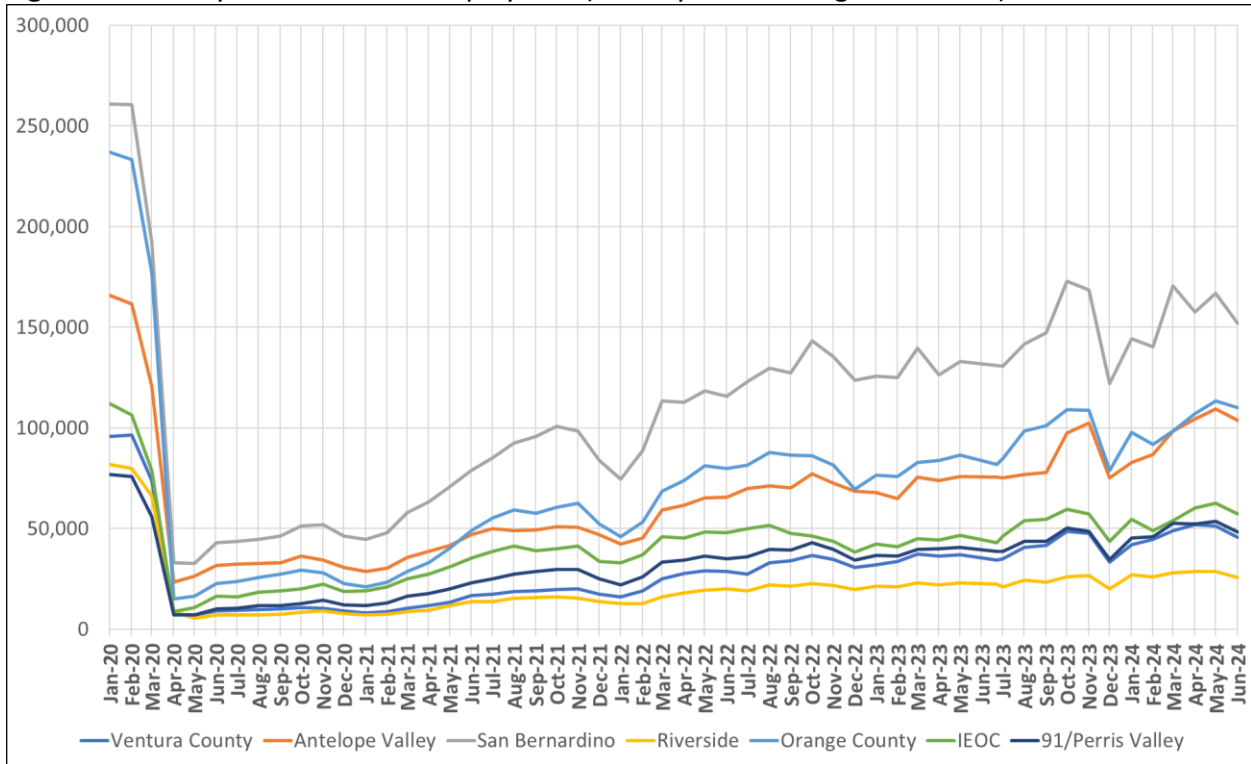
Figure 3. Monthly L.A. Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, as of June 2024.

Figure 4 reflects total monthly ridership data reported by Metrolink by line through June 2024. Overall, Metrolink regional rail ridership is up by approximately 27 percent in June 2024 compared to June 2023, with the Antelope Valley line experiencing the most significant increase at 37 percent. The Orange County line follows with a 34 percent increase, while the Inland Empire-Orange County (IEOC) and Ventura County both experienced 33 percent increases. Ridership on the 91/Perris Valley line rose by 32 percent, and the San Bernardino and Riverside lines had more modest gains of 16 and 14 percent, respectively. Notably, the June increases for all lines are consistent with or slightly trail the trends observed in preceding months.

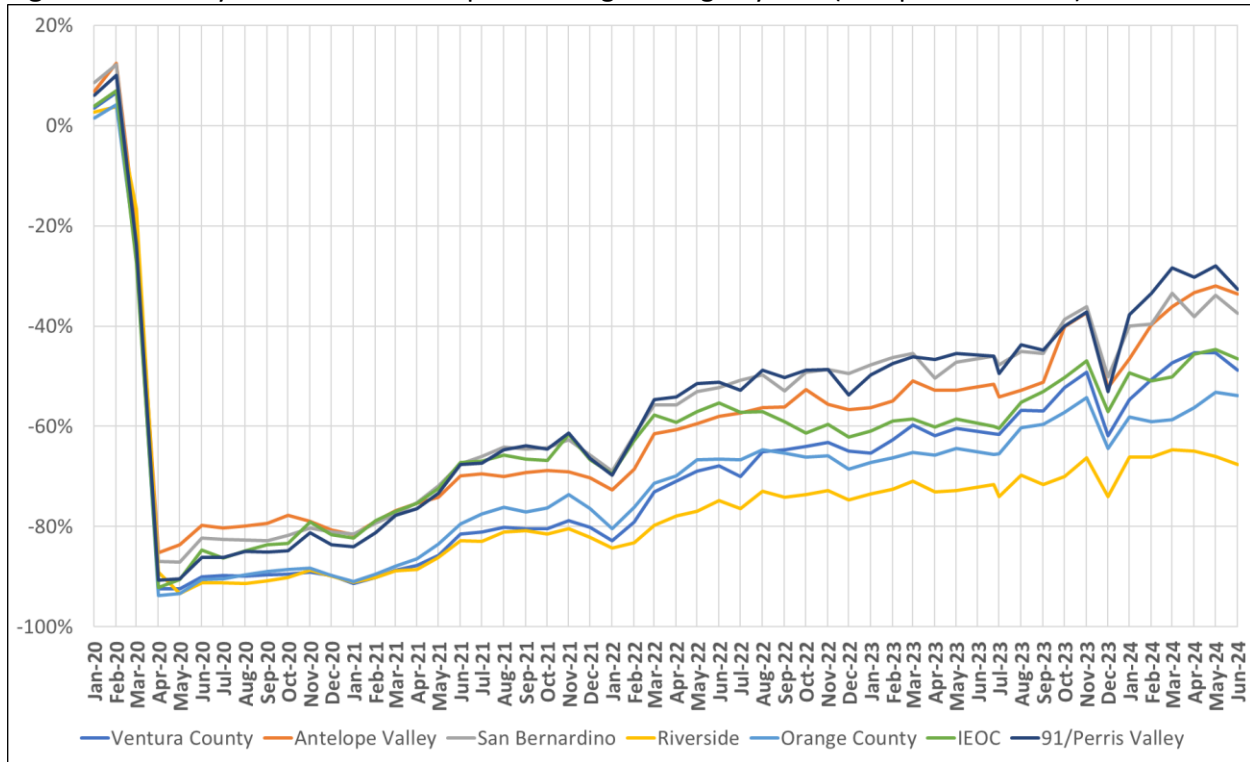
Figure 4. Monthly Metrolink Ridership by Line (January 2020 through June 2024)



Source: Southern California Regional Rail Authority, as of June 2024.

However, total Metrolink ridership is still 45 percent lower than it was pre-pandemic at this time (June 2024 compared to June 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent. Metrolink is working to evolve from a primarily commuter-oriented service to one that also serves local travel over much of the day to address pandemic-induced travel behavior changes. At the September 5 Regional Council, Metrolink’s Chief Executive Officer, Darren Kettle, will present on its efforts to evolve its service. **Figure 5** shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019.

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Compared to 2019)

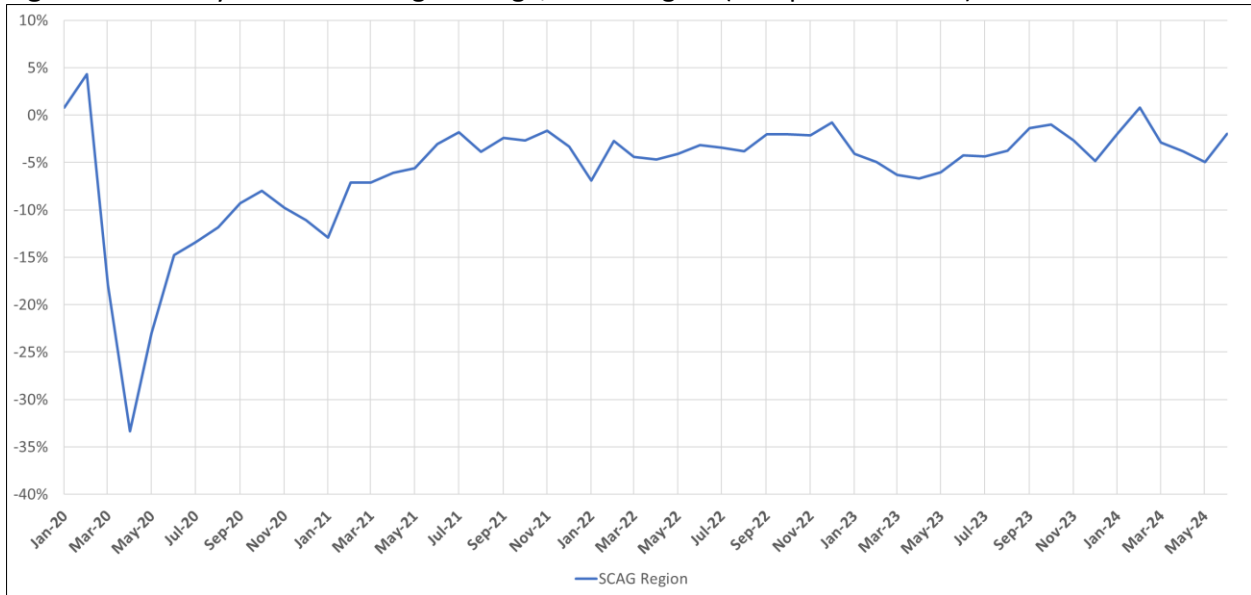


Source: Southern California Regional Rail Authority, as of June 2024.

Overall Vehicular Travel Trends

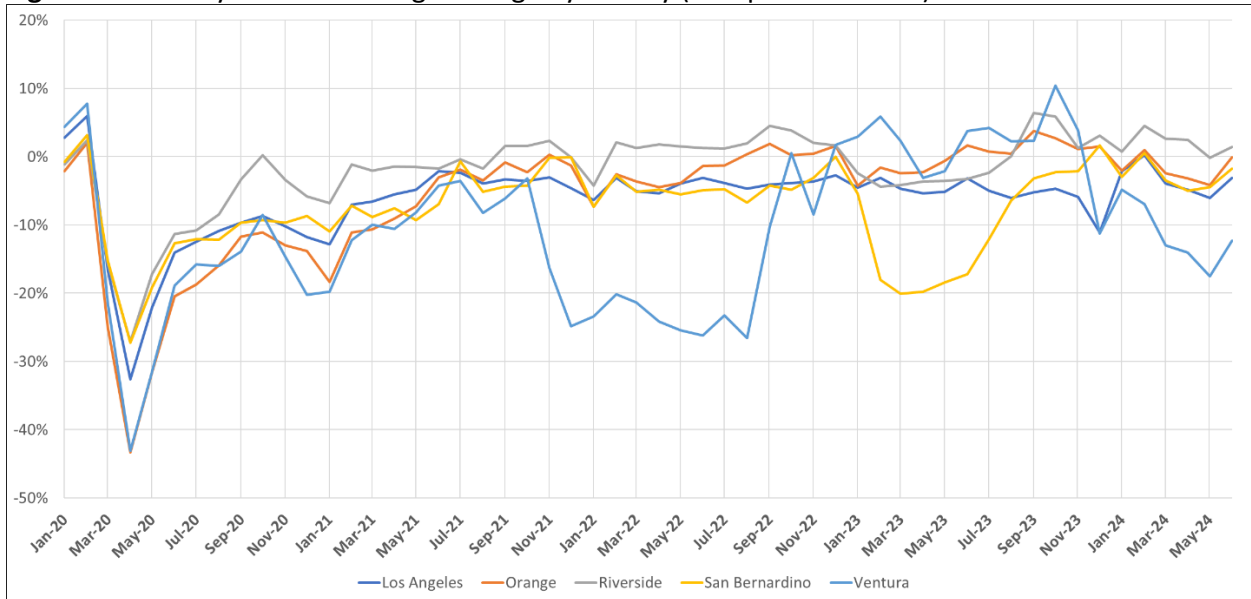
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed the pre-pandemic baseline for the first time. **Figures 6 and 7** show monthly VMT totals at the SCAG-region and county-level, respectively, shown as percentage changes from PeMS-reported monthly VMT totals for the same months in 2019.

Figure 6. Monthly VMT Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 7. Monthly VMT Percentage Change by County (Compared to 2019)



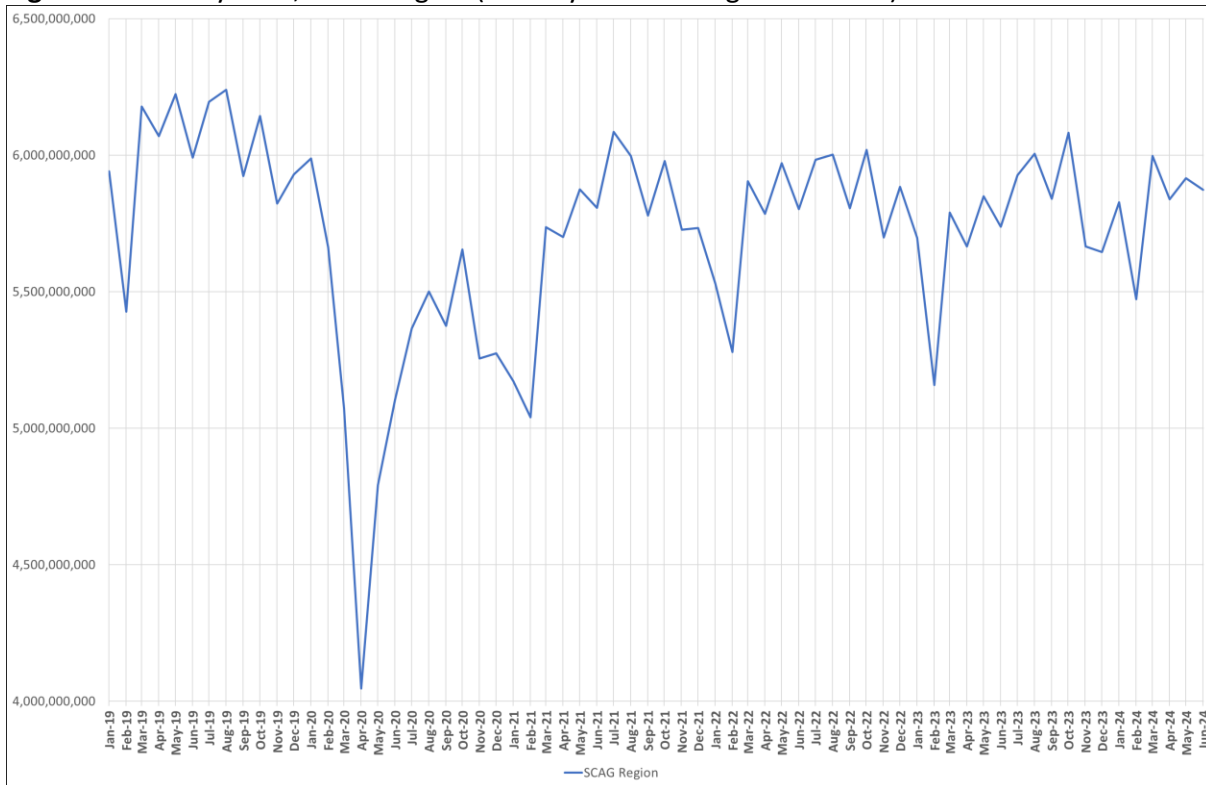
Source: California Performance Measurement System (PeMS), as of June 2024.

As noted in previous updates to the Transportation Committee, county-level VMT trends have varied. Los Angeles, Orange, and Riverside counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino counties appear to have experienced

temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, as has also been noted in previous updates to the Transportation Committee, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors, rather than actual VMT declines. SCAG staff is continuing to review county-level data given these apparent anomalies.

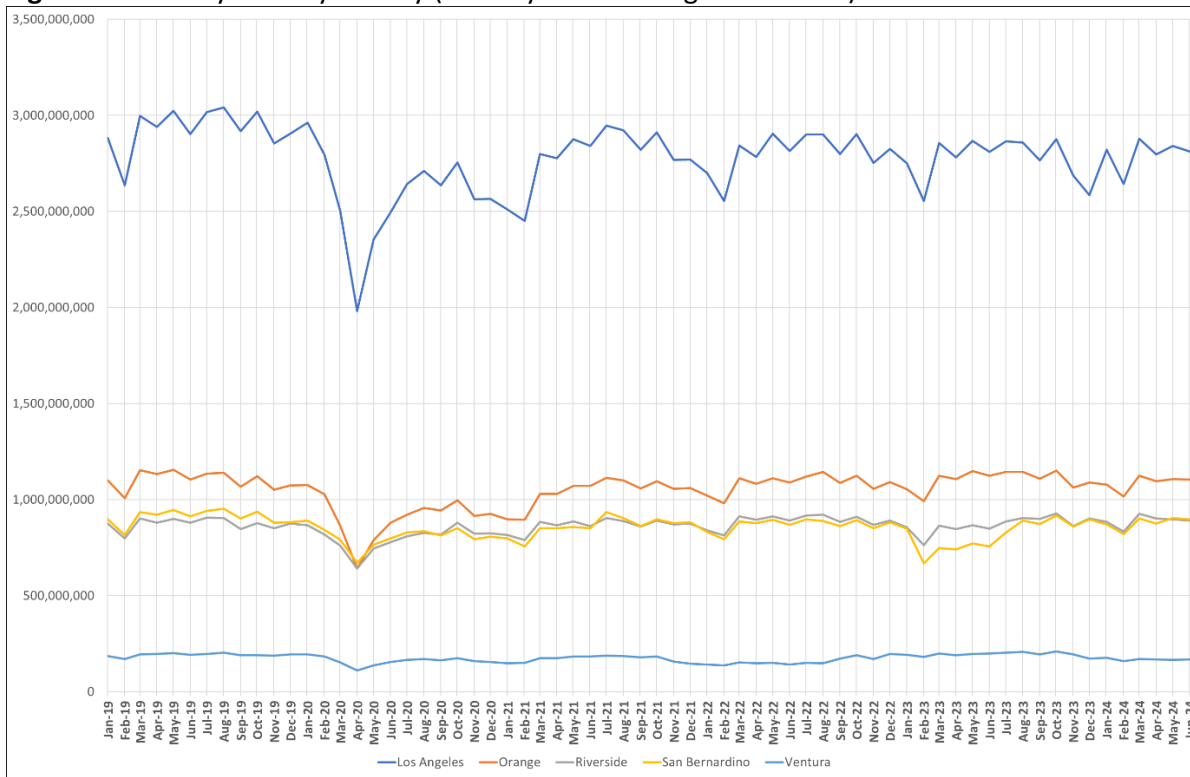
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through June 2024)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 9. Monthly VMT by County (January 2019 through June 2024)

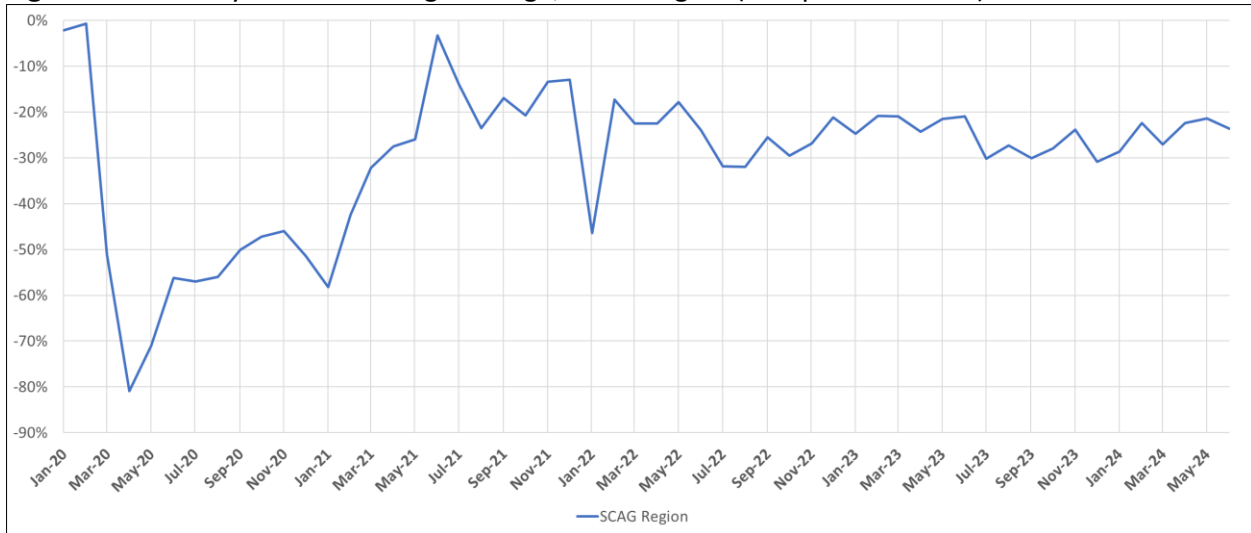


Source: California Performance Measurement System (PeMS), as of June 2024.

According to data collected and reported through PeMS, vehicle hours of delay (VHD) levels on the SHS in the SCAG region have continued to track well below pre-pandemic baseline levels, hovering between 20 percent and 30 percent below the pre-pandemic baseline since Fall 2022.

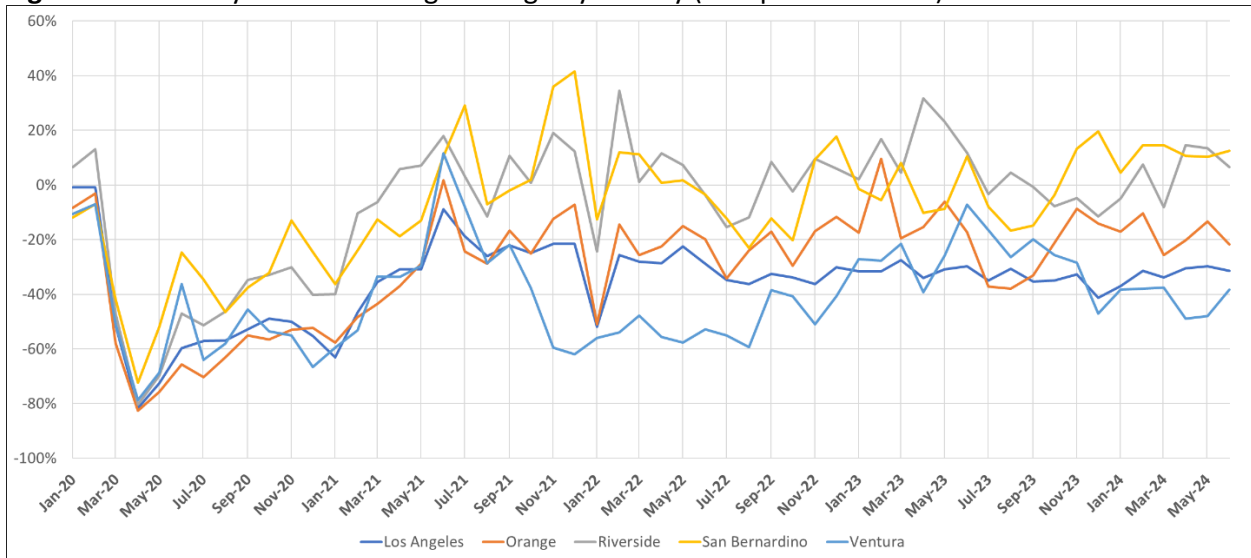
Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

Figure 10. Monthly VHD Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 11. Monthly VHD Percentage Change by County (Compared to 2019)



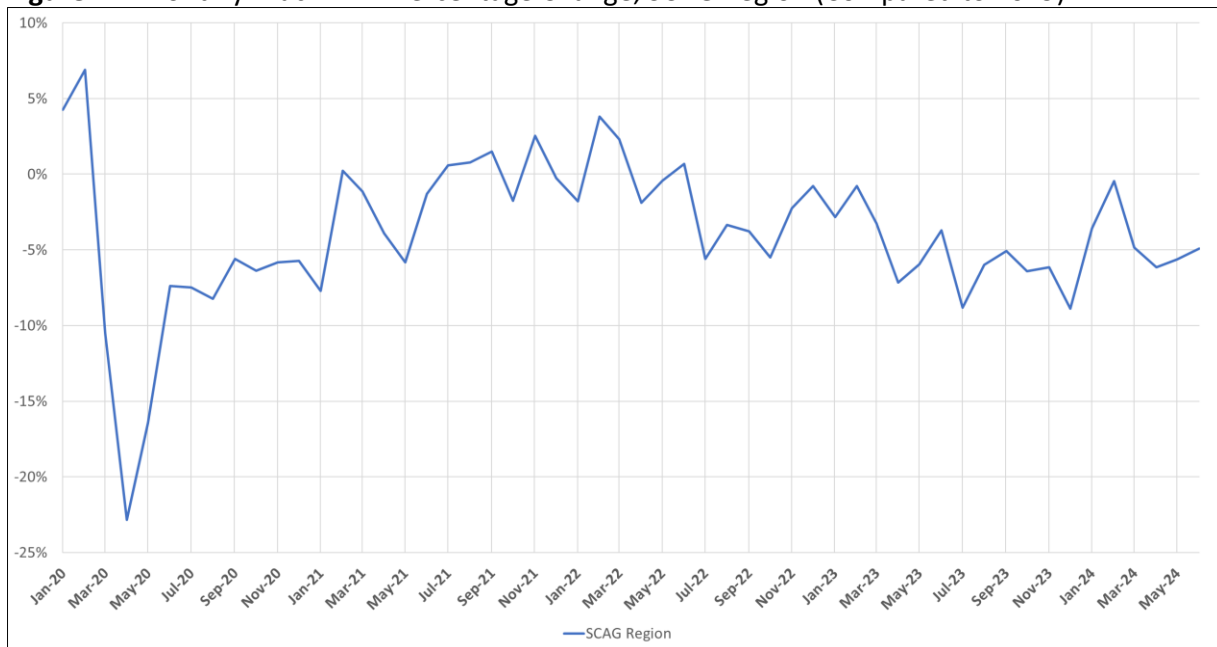
Source: California Performance Measurement System (PeMS), as of June 2024.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the onset of the pandemic, including in the first half of 2024. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024, and declining again to about five percent below the pre-pandemic baseline by the end of June 2024. In general, the regional trend in truck VMT since the middle of 2022 seems to be continued regression below the pre-pandemic baseline, with monthly regionwide truck VMT creeping from five percent towards 10 percent below 2019 levels, before achieving near-parity with pre-pandemic levels in February 2024.

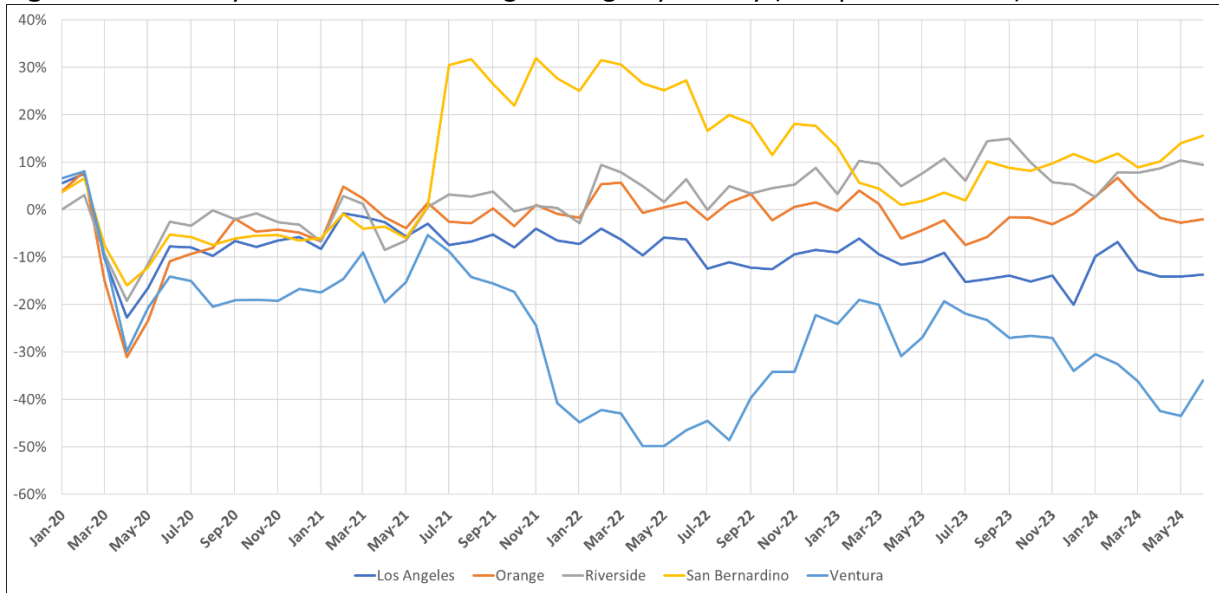
Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Figure 12. Monthly Truck VMT Percentage Change, SCAG Region (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

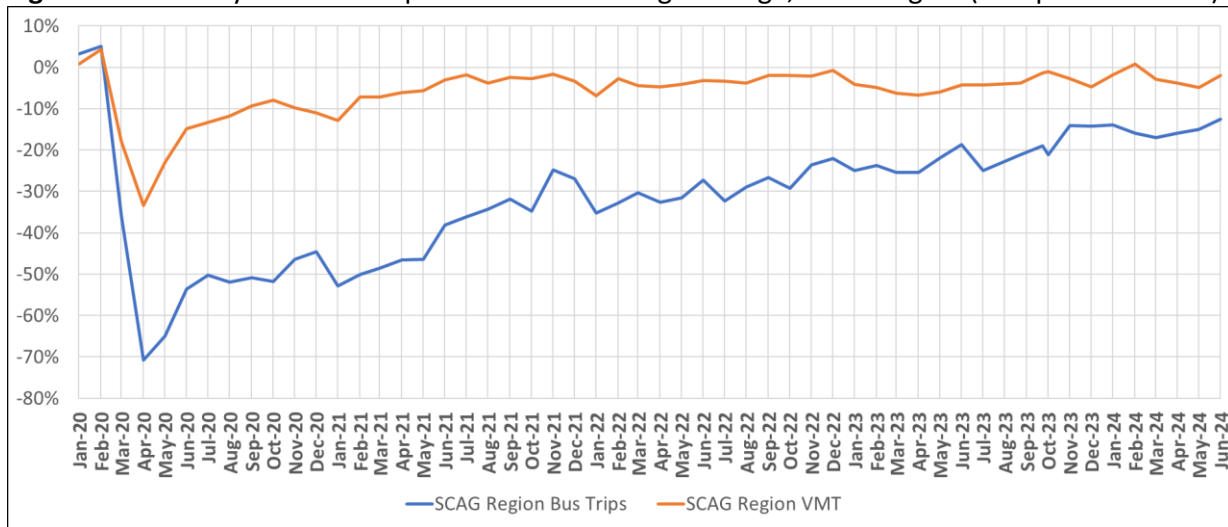
Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)



Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month’s totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at about 15 percent below its pre-pandemic baseline level as of June 2024, is greater than the deficit in VMT of less than five percent below its pre-pandemic baseline level. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic.

Figure 14. Monthly Bus Ridership and VMT Percentage Change, SCAG Region (Compared to 2019)

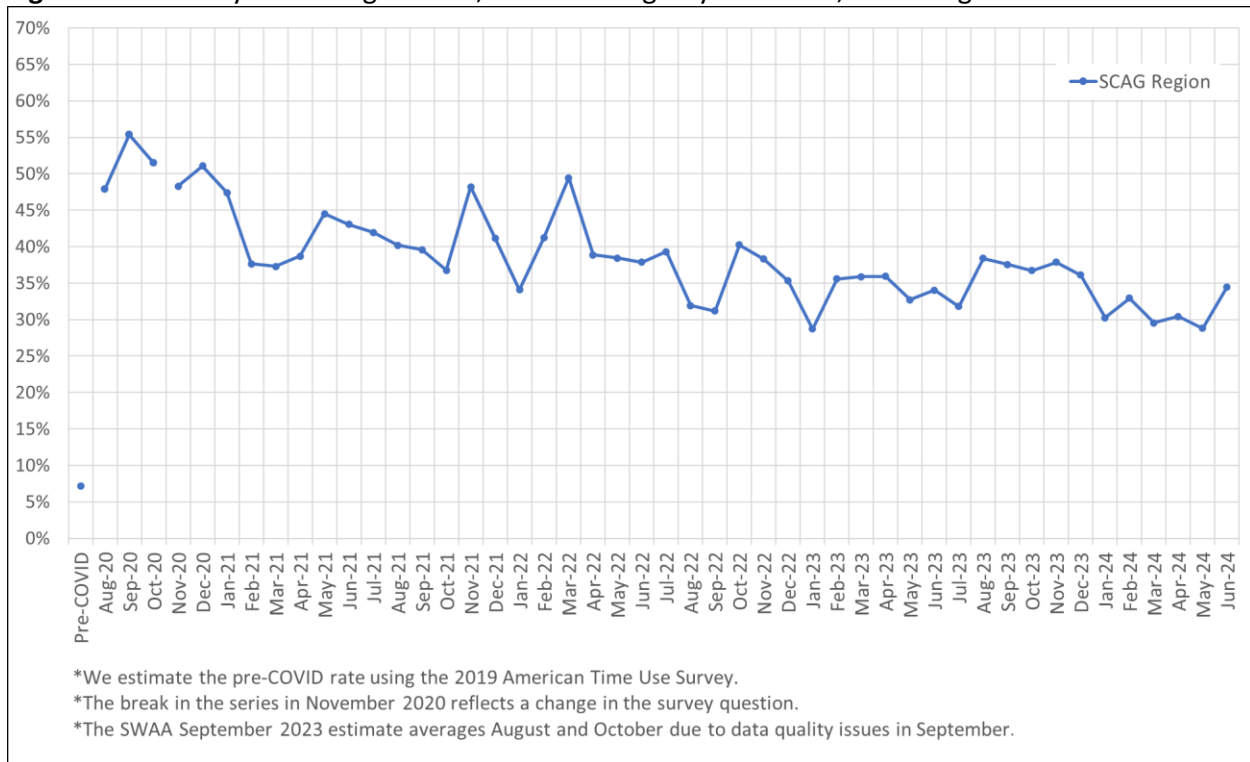


Source: [Federal Transit Administration National Transit Database](#), as of June 2024, and California Performance Measurement System (PeMS), as of June 2024.

Overall Work from Home Trends

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in **Figure 15**, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained consistent around 30 percent. As of June 2024, the current rate stands at 34 percent. The work-from-home rate for June was noticeably higher than the previous five months, which may reflect seasonal fluctuations in remote work (e.g., school summer vacations).

Figure 15. Monthly Percentage of Full, Paid Working Days at Home, SCAG Region



Source: The work-from-home statistics are derived based on microdata from www.wfhresearch.com, re-weighted to be representative of the Los Angeles Combined Statistical Area (LA CSA, consisting of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties) and updated as of June 2024.

NEXT STEPS:

Staff will continue to provide quarterly updates to the Transportation Committee on regional transportation and work-from-home trends using monthly PeMS, NTD, and SWAA data as the data becomes available. Staff will also continue to update the work-from-home statistics monthly on the [SCAG SoCal Economic Trends Dashboard](#).

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Quarterly Travel Metric Reporting

Transportation System Performance Update:

Regional Transit Ridership, Vehicle Miles Traveled, Travel Delay and Work-From-Home Trends (Through June 2024)

September 5, 2024

WWW.SCAG.CA.GOV

1

Background

- Interest in understanding enduring impacts of pandemic in SCAG region
- Analyzed **transit ridership** trends:
 - Bus, Metro, Metrolink ridership
- Analyzed **vehicular travel** trends:
 - Vehicle miles travelled (VMT), Vehicle hours of delay at 60-MPH, Truck VMT
- Analyzed **work-from-home** trends:
 - Full paid working days at home



Data Sources: Transit Ridership

- **National Transit Database (NTD)**

- An online repository of transit-operator-submitted data on ridership and transit service provision, etc.
- Limitations: Lag in data availability; relies on transit agencies to submit accurate info in timely manner

- **Metro- & SCRRRA-Estimated Ridership Data**

- Online offerings of monthly ridership data & line-level trends, among other relevant historical data.
- Limitations: Slight lag in data availability



Data Sources: Vehicular Travel

- **California Performance Measurement System (PeMS)**

- Roadside sensors collect vehicular travel data on California's State Highway System (SHS)
- Limitations: Only on SHS; no sensors in Imperial County; sensors malfunction and are affected by roadside construction



Data Sources: Work-From-Home

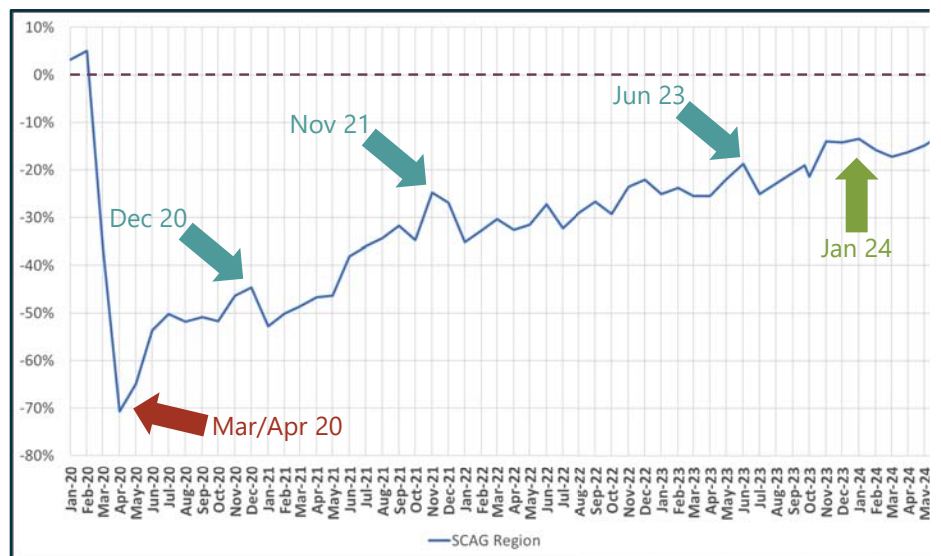
- **U.S. Survey of Working Arrangements and Attitudes (SWAA)**
 - Monthly time series data tracking the extent of working from home post COVID-19 collected from online surveys
 - Limitations: Oversampling; no data for Imperial County; focus on national-level statistics



Bus Ridership Remains Below Pre-Pandemic Levels

- Steep **drop** in March 2020
- **Spikes** likely due to seasonal factors (e.g., holiday travel)
- Nearing **recovery** in January and June 2024 ~13% below pre-pandemic levels
- Steady improvement, but challenges remain (e.g., hybrid work, etc.)

Source: NTD data
(Accessed: August 2024)



% Change in Total Monthly Bus Ridership, SCAG Region (Compared to 2019)

Metro Ridership Below Pre-Pandemic Levels

- Steep **drop** in March 2020
- Bus ridership has recovered more than rail ridership; **spikes** likely related to holiday travel
- Steady **recovery** in bus ridership after bus service restored in spring 2023; ~11% below pre-pandemic levels in June 2024
- Steady growth in rail ridership in 2024 likely due to increased heavy rail service in September 2023 and light rail service in December 2023

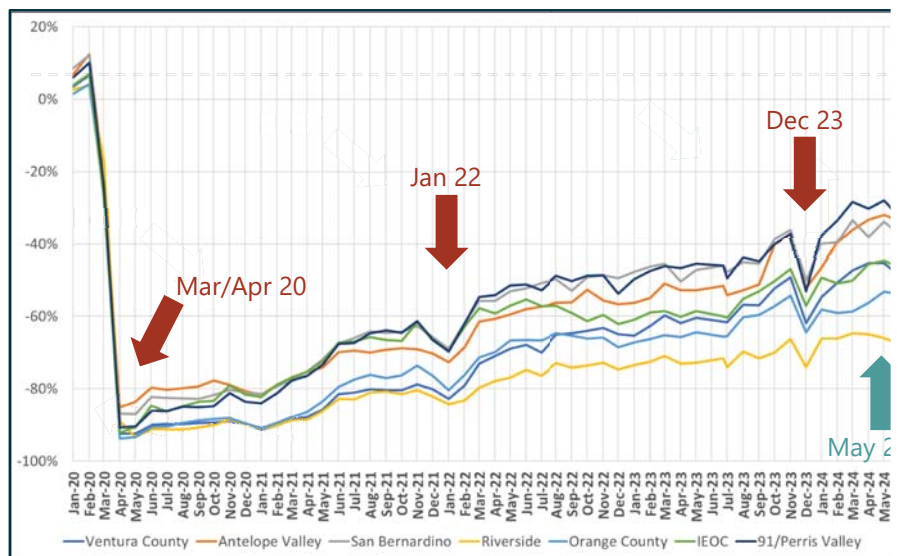


% Change in Monthly Metro Bus and Rail Ridership (Compared to 2019)

Source: Metro data
(Accessed: August 2024)

Metrolink Ridership Remains Below Pre-Pandemic Levels

- Steep **drop** in March 2020
- **Drops** during winter months may be due service suspension
- Ridership **spikes** in May 24 for all lines except Riverside line
- Metrolink ridership is ~45% below its pre-pandemic level in June 2024
- Metrolink plans to shift from a commuter-focused service to support all-day local travel



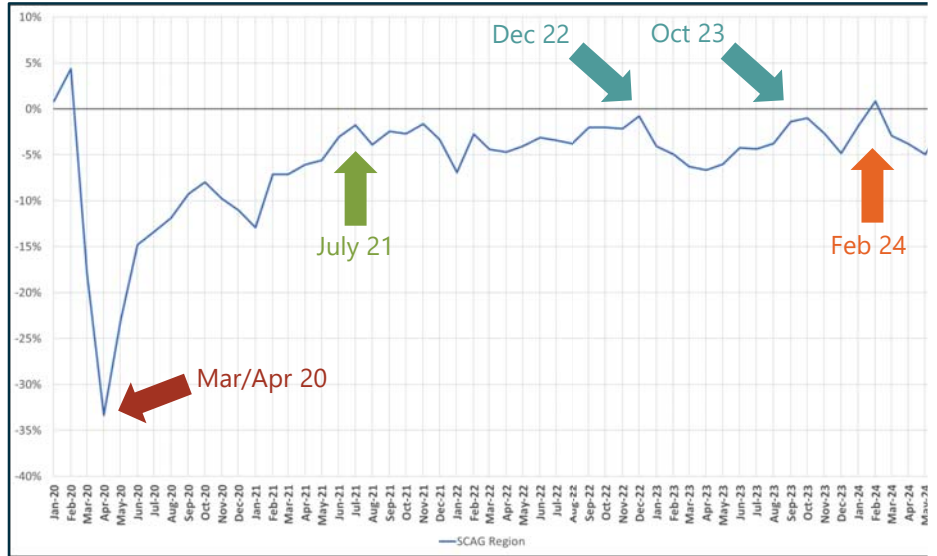
% Change in Monthly Metrolink Rail Ridership by Line (Compared to 2019)

Source: SCRRRA data
(Accessed: August 2024)

Vehicle Miles Traveled (VMT) Below Pre-Pandemic Levels

- Steep **drop** in March 2020
- Makes near-**recovery** to pre-pandemic levels by July 2021
- Maintenance at ~5% below pre-pandemic levels since **Spikes** correspond to holiday traveling (e.g., December 22)
- Brief **eclipse** of pre-pandemic level occurs in February 2024

Source: PeMS data
(Accessed: August 2024)



% Change in Total Monthly VMT, SCAG Region (Compared to Analogous Months in 2019)

Vehicle Hours of Delay (VHD) Below Pre-Pandemic Levels

- **Steep drop** in March 2020
- **Nearly full recovery** to pre-pandemic levels in June 2021
- Hovers 20% to 30% below pre-pandemic levels since
- **Note:** The persistence of VHD below pre-pandemic levels means that *fewer hours are spent in traffic* (e.g., due to increased remote working)

Source: PeMS data
(Accessed: August 2024)



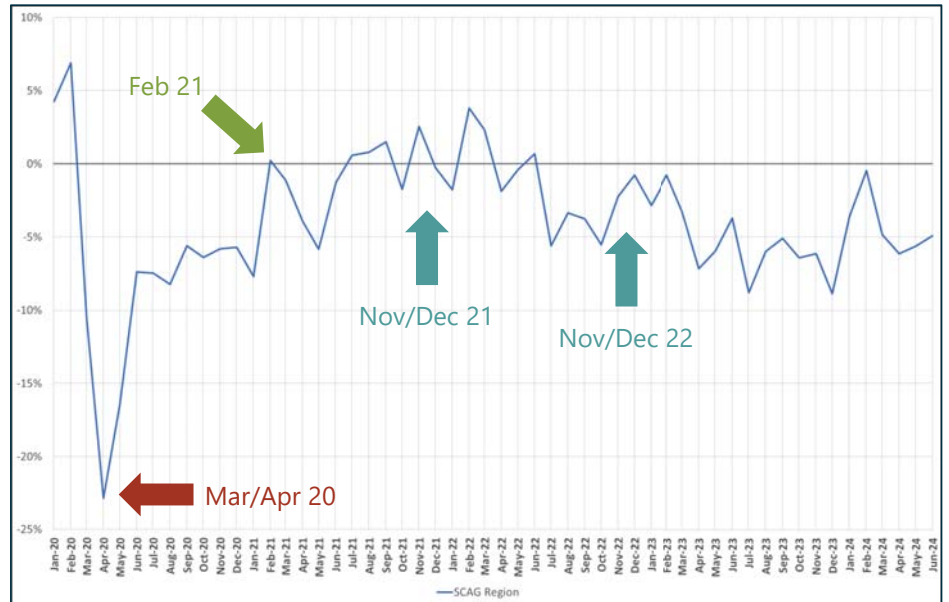
% Change in Total Monthly VHD-60, SCAG Region (Compared to Analogous Months in 2019)

Truck VMT (Mostly) Below Pre-Pandemic Levels

Drop in March/April 2020
Recovery to pre-pandemic levels by around Feb. 2021

- Maintenance ~5-10% below pre-pandemic levels since **Spikes** seem to occur during holiday gift delivery periods

Source: PeMS data
 (Accessed: August 2024)

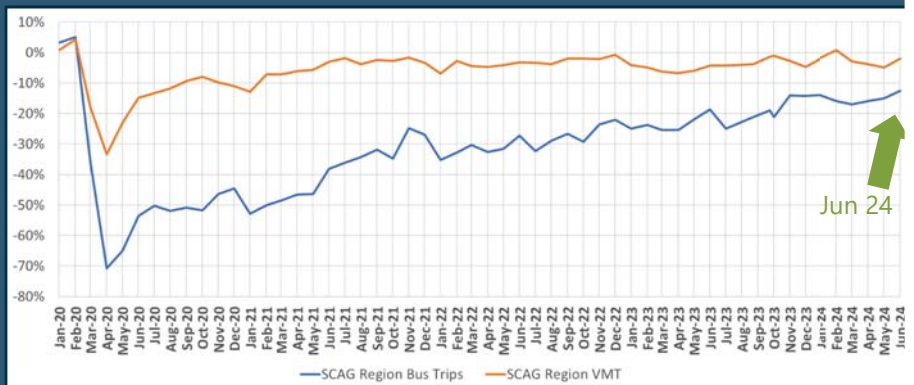


% Change in Total Monthly Truck VMT, SCAG Region (Compared to Analogous Months in 2019)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Bus Ridership and VMT Trends

- Deficit in bus ridership ~15% below its pre-pandemic baseline level and deficit in VMT <5% of its pre-pandemic baseline level in June 2024
- Both metrics have exhibited similar recovery rates over the course of the pandemic



% Changes in Total Monthly Bus Ridership and VMT, SCAG Region (Compared to 2019)

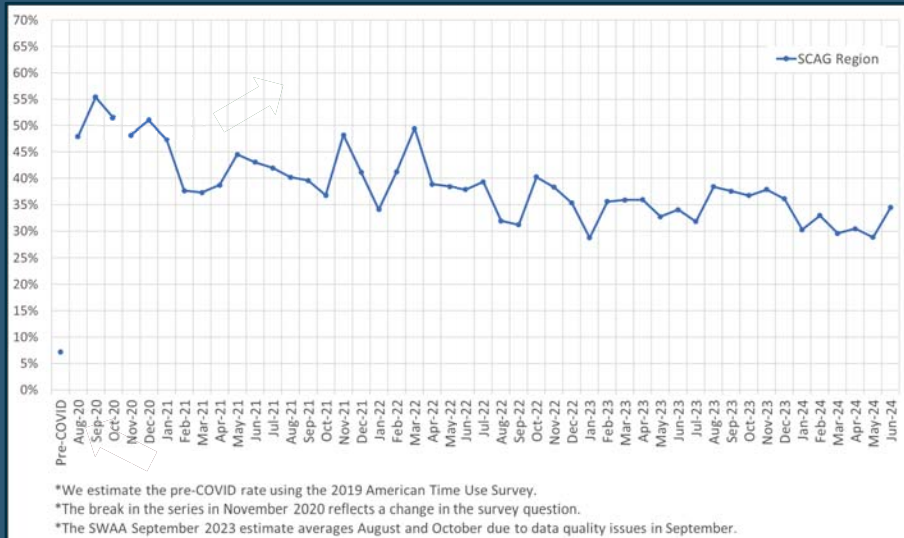
Source: NTD and PeMS data
 (Accessed: August 2024)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Attachment: PowerPoint Presentation - Quarterly Travel Metric Reporting [Revision 1] (Transportation Trends Update)

Work-From-Home (WFH) Trends

- **Peaked** at 51% in December 2020
- **Declined** to lowest point at 29% in January 2023
- Maintenance at ~30% since
- **Spike** in June 2024 may reflect seasonable fluctuations of remote work (e.g., school summer vacations)



% of Monthly Full, Paid Working Days at Home, SCAG Region

Source: SWAA data
 (Accessed: August 2024)

Next Steps

- Staff will provide quarterly updates to TC as new data becomes available
- Staff will continue to analyze regionwide and county-level trends in travel metrics





THANK YOU!

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

15



AGENDA ITEM 14
REPORT

Southern California Association of Governments
September 5, 2024

To: Transportation Committee (TC)
Regional Council (RC)
From: Roland Ok, Planning Supervisor
(213) 236-1819, ok@scag.ca.gov
Subject: Broadband Permit Streamlining Report and Ordinance

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:
Over the past three years, SCAG has actively participated in and facilitated the Southern California (SoCal) Transformation Working Group, which focuses on identifying solutions and actions to bridge the digital divide. Throughout these discussions, stakeholders from both the public and private sectors have highlighted permitting issues as a significant barrier to broadband infrastructure development. In response to the recommendations from the SoCal Transformation Working Group, and in alignment with SCAG's Digital Divide Resolution (Resolution No. 21-629-2) and SCAG's Digital Action Plan, SCAG, in partnership with SANDAG, has developed a Broadband Permit Streamlining Report and Model Ordinance. These resources are available at:

- https://scag.ca.gov/sites/main/files/main-images/24-3190-permit-streamlining-broadband-report_final-2024-09.pdf (Permit Streamlining Report); and
- https://scag.ca.gov/sites/main/files/main-images/24-3190-permit-streamlining-broadband_ordinance_final-2024-09.pdf (Model Ordinance).

BACKGROUND:
Over the past three years, the Southern California Association of Governments (SCAG) and the San Diego Association of Governments (SANDAG) have actively participated in and facilitated the Southern California (SoCal) Transformation Working Group. This working group meets monthly and includes representatives from various sectors, including government, non-profits, education, health,

internet service providers (ISPs), and other private industries. Meeting agendas cover a wide range of critical topics, such as the current state of broadband, relevant legislative developments, funding opportunities, and ongoing initiatives. The group also focuses on identifying solutions and actions aimed at bridging the digital divide. During these discussions, stakeholders from both public and private sectors have identified permitting issues as a significant barrier to broadband infrastructure development.

Driven by the efforts of the SoCal Transformation Working Group, both SCAG and SANDAG have adopted resolutions to address digital inequality.^{1,2} SANDAG adopted the Regional Digital Equity Strategy and Action Plan in December 2021, while SCAG approved its Digital Action Plan in April 2023.^{3,4} These resolutions and strategic plans acknowledge the digital divide and commit the agencies to taking concrete steps to reduce it, especially in underserved communities. A key mandate of these resolutions is the development and implementation of strategies to accelerate broadband infrastructure deployment, including streamlining permitting processes—particularly for wireless facilities, which must be processed within 60 days of application, as required by the FCC’s shot clock rules.⁵

With funding and support from the California Emerging Technology Fund (CETF), both agencies have partnered to advance permit streamlining solutions. SANDAG has convened a permit streamlining task force, known as the Regional Digital Infrastructure Taskforce (ReDIT), while SCAG has leveraged ReDIT’s findings to develop a permit streamlining report, model policy, and ordinance.

PERMIT STREAMLINING REPORT:

The development of this report involved a comprehensive review of ReDIT findings, existing documents, including state and regulatory requirements, as well as numerous surveys. Interviews with small, medium, and large jurisdictions provided valuable insights into current best practices for streamlined permitting and the challenges faced at the local level. Additionally, interviews were conducted with ISPs, wireless carriers, and fiber network providers actively expanding their networks within the SCAG and SANDAG regions.

¹ Resolution No. 2021-09, SANDAG. Available at: <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/regional-initiatives/digital-equity/resolution-to-increase-broadband-access-to-bridge-the-digital-divide-2021-01-22.pdf>

² Resolution No. 21-629-2, SCAG. Available at: https://scag.ca.gov/sites/main/files/file-attachments/resolution_no._21-629-2_-_support_to_increase_broadband_access.pdf?1646942018

³ SCAG Digital Action Plan, SCAG. Available at: <https://scag.ca.gov/post/scag-digital-action-plan>

⁴ Regional Digital Equity Strategy and Action Plan. Available at: <https://www.sandag.org/projects-and-programs/regional-initiatives/digital-equity>

⁵ FCC Shot Clock. Available at: <https://docs.fcc.gov/public/attachments/FCC-20-75A1.pdf>

Based on the information gathered and an in-depth analysis of successful practices across various jurisdictions, the report identified 10 core solutions to streamline permitting processes both within the regions and statewide.

1. Uniform Permit Fees
 - Establish a consistent fee structure, pegged to the size and nature of the broadband project. This ensures clarity in budgeting, prevents sudden inflations and offers transparency to service providers.
2. No Extra Fees for Broadband
 - Prohibit ancillary fees, thereby preventing cost escalations and ensuring a focused budgeting process for broadband expansion.
3. Inclusive Zoning Practices
 - Facilitate broadband development across all zoning districts. This inclusivity ensures consistent network expansion and removes unnecessary roadblocks.
4. Leverage Public and Utility Facilities:
 - Encourage broadband projects to utilize public facilities and utility assets, potentially by linking with zoning relief, to simplify the process.
5. Dedicated Staff for Broadband Permits:
 - Maintain a dedicated team, well-versed in the intricacies of broadband permitting, not only to ensure efficiency but also to foster stronger, more collaborative relationships with service providers.
6. Broadband Permit Processors for Small Jurisdictions
 - Empower or establish regional entities like councils of governments or joint-power authorities. These can act as centralized hubs, optimizing the permit review process and extending support to smaller jurisdictions.
7. Enhanced Utility Mapping:
 - Incorporate both current and future broadband installations into GIS systems. Collaborating with service providers for real-time data and potentially crafting confidentiality agreements which might be necessary to ensure a comprehensive utility landscape
8. Digital Broadband Permit Applications

- Transition to online portals tailored specifically for broadband projects. These portals can enhance efficiency, provide real-time status updates and allow for batch permitting when multiple/similar projects run concurrently
9. Prioritize Administrative and Ministerial Reviews
- Move toward a more streamlined, objective, and swifter administrative review process, which would ensure predictability, transparency and efficiency, which benefit both jurisdictions and service providers.
10. Standardized Broadband Ordinance
- Develop a model broadband ordinance that can act as a practical guide for all jurisdictions, especially smaller ones.

MODEL ORDINANCE:

The Model Ordinance is a comprehensive legislative framework designed to streamline local regulations for permitting and deploying broadband network infrastructure. Its goal is to expedite the permitting process, reduce barriers, and promote the rapid expansion of wireless infrastructure, particularly in the state's unserved and under-served areas. The ordinance addresses the unique challenges and needs of SCAG's and SANDAG's diverse communities while aligning with state and federal regulations.

While the ordinance is intended to be "universal," interviews with local jurisdictions revealed that its applicability may vary. Some jurisdictions already have robust ordinances and permit processes in place, while others lack any formal procedures. As a result, the ordinance was designed to be flexible, allowing local jurisdictions to adopt all or parts of its provisions based on their needs.

The ordinance is divided into three chapters, each focusing on a specific aspect of broadband infrastructure development. This structure offers local jurisdictions a menu of options, allowing them to select portions, entire sections, or the full contents of each chapter as needed.

- Chapter 1: Traditional Wireless Facilities Permitting
- Chapter 2: Small Wireless Facilities in Public Rights-of-Way
- Chapter 3: Underground and Aerial Fiber Development

Together, these chapters form a comprehensive legislative tool designed to streamline the wireless infrastructure permitting process while considering the diverse needs of Southern California's communities.

The Model Ordinance incorporates seven of the 10 core solutions outlined in the Recommendations and Strategies for Broadband Permit Streamlining Report to optimize broadband deployment. Specifically, it addresses the following solutions:

- Exclusion of Extra Fees
- Elimination of Restrictive Zoning
- Utilization of Public and Utility Facilities
- Dedicated Staff for Permit Review
- Enhanced Utilities Mapping
- Online Permit Applications with Batch Processing
- Administrative Review Processes

However, three core solutions—universal permit fees, broadband permit processors in a regional authority, and enhanced utility mapping—were not included in the ordinance, as they require coordination and financing specific to each local jurisdiction. Nevertheless, recommended pathways for implementing these solutions have been detailed in the permit streamlining report.

Finally, the Model Ordinance includes sample schematics for micro trenching standards, a workflow chart, and a sample permit application checklist to assist both local jurisdictions and ISPs in navigating the permitting process efficiently.

NEXT STEPS:

Staff is developing a mass marketing strategy to distribute the Broadband Permit Streamlining Report and Model Ordinance throughout the SCAG region. Additionally, staff has been collaborating with CETF, Regional Broadband Consortia, and State and Federal agencies to promote the distribution of the Permit Streamlining Report and Model Ordinance across California and nationwide.

In addition to marketing, staff will participate in digital divide panels, webinars and seminars to inform the public regarding SCAG's work efforts.

During the ReDIT working groups, several local jurisdictions—including the City of San Diego, Santa Barbara County, and the City of Moorpark—have informed SCAG and SANDAG that they have either used the Model Ordinance as a template or are considering incorporating portions of its language into their own ordinances. SCAG will follow up with these jurisdictions and invite them to present their efforts at an upcoming, to-be-determined SCAG Toolbox Tuesday session.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2024-25 Overall Work Program (OWP) under project 100-4901.01 (Broadband Planning).



ATTACHMENT(S):

1. PowerPoint Presentation - Broadband Permit Streamlining Report and Ordinance



Broadband Permit Streamlining Report and Model Ordinance

September 5, 2024

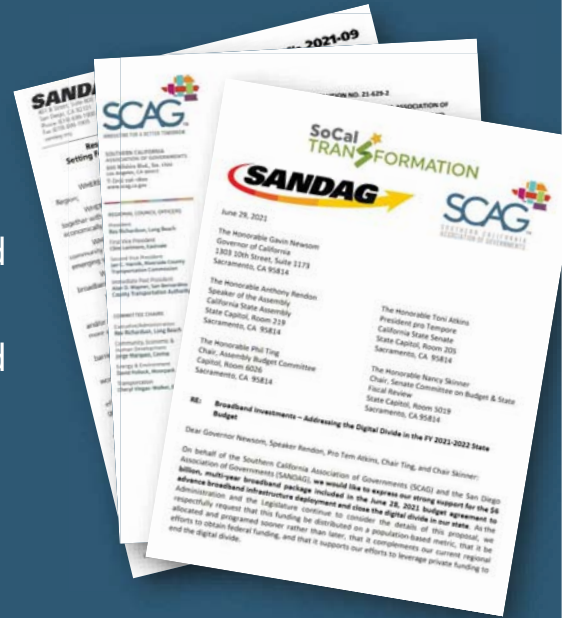
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OVERVIEW OF SCAG'S WORK EFFORTS

Regional Directives and Actions

- **SCAG Resolution 20-623-2:** SCAG's commitment to equity
- **SCAG Resolution 21-629-2:** SCAG pledged to assist in bridging the digital divide
- **SANDAG Resolution 2021-09:** Committed to digital equity and assist in increased broadband deployment and adoption
- **All 7 Counties** have adopted a resolution



Work Efforts

- Digital Action Plan
- Joint Request for Qualifications for Prospective Partnerships (RFQPP)
- Local Agency Technical Assistance (LATA)
- ACP/Go-Human
- Broadband/VMT Report
- Connect SoCal
- **Permit Streamlining Project**





PERMIT STREAMLINING REPORT AND MODEL ORDINANCE

History of the Permit Streamlining Project

- **SoCal Transformation**
 - Established in 2020
 - Involves Public, Private, Non-Profit Sectors
 - Topics: Infrastructure, Adoption, Legislation, Funding and **Permitting**
- **SCAG and SANDAG tasked with solving permitting issues**
- **SANDAG – Regional Digital Infrastructure Taskforce (ReDIT)**
 - Launched in **February 2022**
- **State of California – Local Permitting Playbook**
 - Completed in **August of 2022**
- **SCAG – Permit Streamlining Report and Ordinance**
 - Kicked-off in **December of 2022**

California – Local Permitting Playbook

- **High-level recommendations to solve permitting issues:**
 - Local Jurisdictions should be more transparent with their processes
 - Work on effective communication, establish dedicated point of contacts
 - Utilize online permit portals
 - Consider micro trenching
 - Consider batch permitting
 - Increase staffing
 - **Develop an ordinance**

ReDIT Findings (Challenges)

- Broadband Policy Shortcomings (**Need for an Ordinance**)
- Ambiguous Timelines
- Elevated Permit Costs
- Staffing Limitations
- Procedural Complications
- Policy Outdatedness

ReDIT Findings (Solutions)

- Transparent Sharing
- Continuous Training
- Micro trenching
- Batch Permitting
- Digital Permit Process
- **Guided Applications**

Permit Streamlining Survey and Interviews (Local Jurisdictions)

- Survey was sent to all jurisdictions within the SCAG/SANDAG regions.
- Response rate was extremely lackluster – **COVID Survey Burnout**
- Pain points identified **similar to** State and ReDIT taskforce findings

Interviews with Local Jurisdictions

- **Follow up interviews with 8 local jurisdictions**

- City Los Angeles
- City San Diego
- Bell
- Bell Gardens
- Oceanside
- County of Los Angeles
- County of San Diego
- County of Orange

Interview Findings

- Interview findings consistent with ReDIT Pain Points
- Most jurisdictions unaware of the FCC Shot Clock requirements
- Several jurisdictions (County of Orange, City of LA, San Diego County, Oceanside) have an online portal systems
 - City of LA achieved review times ranging from 24 hours to 2 weeks.
- LA County developed a Wireless communications ordinance

Interviews with ISPs

- Interviewed several ISPs and Infrastructure developers
- Anonymized for the report to allow for candid responses
- Their wants and needs:
 - **Established Guidelines***
 - Dedicated Expertise
 - **Defined Checklists***
 - Adherence to timelines
 - Automation
 - **Microtrenching Standards***

Permit Streamlining Report

- Grounded in reality
 - Recognize the existence of CEQA (**non-negotiables**) and **do not** recommend CEQA reform
- **Goal and Vision**
 - **A report and universal ordinance that solves all problems**
- **Value**
 - Report found ordinance would be of varying value
 - Larger cities have a system in place but can use some of the language
 - Smaller cities would benefit the most

10 core problems identified

1. Permit Fees
2. Extra Fees
3. Inclusive Zoning Practices
4. Public and utility facilities
5. Dedicated Staff
6. Broadband Permit Processors for Small Jurisdictions
7. Enhanced utility mapping
8. Online Permit Applications
9. Prioritize Administrative and Ministerial Reviews
10. Standardized Broadband Ordinance

Best Practices Identified

- Traditional Fiber Deployment
- **Micro trenching**
- **Aerial Fiber**
- Small Cell Densification
- Macro New Site Build
- Cross Coordination Between Neighboring Local Jurisdictions
- **Formation of Joint Powers Authority**
- **Hiring staff or consultant, leveraging COGs**
- Inclusive Zoning Practices
- Permit Fees

Model Ordinance

- Issue permit within FCC Shot Clock (60 days)
- Bulk of core problems are resolved in the ordinance
 - 7 out of the 10 issues have been resolved
 - 3 outstanding issues **cannot be resolved** in an ordinance
 - Universal Permit Fees
 - Cross Coordination efforts (driven by staff)
 - Enhanced Utility Mapping (GIS)
- **3 main chapters**
 - Chapter 1 – Traditional Wireless Facilities Permitting
 - Chapter 2 – Small Wireless Facilities in the Public Rights of Way
 - Chapter 3 – Underground and Aerial Fiber Development

Core problems resolved by the Ordinance

- The model ordinance
- Administrative Review Process
- Exclusion of Extra Fees
- Elimination of Restrictive Zoning
- Utilization of Public and Utility Facilities
- Dedicated Staff for Permit Review
- Online Permit Applications with Batch Processing
- **Readers can refer to the designated page and section numbers to navigate directly to the proposed solutions addressing the fundamental issues.**

Design Standards, Flowchart, Application Checklist

- Ordinance provides **clear design standards** for:
 - Wireless and wirelines installation
 - Micro trenching
 - Drilling
 - Boring
 - This includes sample schematics for Micro trenching
- Clear visual representation/flow chart for permit process
- Application checklist to **guide** staff and developer

Initial Results

- Ordinance was designed to be flexible, allowing local jurisdictions to adopt all or parts of its provisions based on their needs
- Some local jurisdictions are using the ordinance as a template or are considering some of the language
 - City of San Diego
 - City of Moorpark
 - County of Santa Barbara
- **Proof that it is implementable.**

Next Steps

- Mass marketing strategy
- Collaboration with CETF, Regional Broadband Consortiums, State and Federal agencies for distribution
- Digital divide panels, webinars, seminars
- Toolbox Tuesdays
 - **Invite local jurisdictions who have implemented the model ordinance**



THANK YOU!

For more information, please visit:

Broadband Planning: scag.ca.gov/broadband

Or Contact Roland Ok, Planning Supervisor: ok@scag.ca.gov



AGENDA ITEM 15
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

BACKGROUND:

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

Vendor	Description	Amount
US POSTAL SERVICE	FY25 POSTAGE & DELIVERY SERVICE	\$5,000
KELLY SPICERS STORES	FY25 COPIER/PRINTER PAPER	\$5,000
L.A. PLANT CO.	FY25 PLANT MAINTENANCE	\$6,000
VERIZON WIRELESS	FY25 VERIZON MIFI UNITS	\$6,000
MOBILITY 21	FY25 MOBILITY 21 SPONSORSHIP	\$6,500
QUADIENT LEASING USA INC	FY25 MAIL MACHINE LEASE	\$7,000
SOLID SURFACE CARE INC	FY25 CARPET CLEANING	\$7,000
GOVERNMENTJOBS.COM INC	FY25 NEOGOV SUBSCRIPTION	\$7,749
DELTA DENTAL INSURANCE CO	FY25 DELTA CARE - HMO RENEWAL	\$8,000
THE ADVANTAGE GROUP	FY25 FSA ADMIN FEE	\$8,000
IBM CORPORATION	FY25 IBM SPSS RENEWAL	\$8,586
HOUSE 47 LLC	FY25 CRM CONSULTATION	\$9,900
1-800-PACK-RAT LLC	FY25 KIT OF PARTS STORAGE	\$9,900
ACCUSOURCE INC	FY25 ACCUSOURCE RENEWAL	\$10,000
STAPLES	FY25 OFFICE SUPPLIES	\$10,000



FEDEX	FY25 EXPRESS DELIVERY SERVICES	\$10,000
OFFICE DEPOT	FY25 OFFICE SUPPLIES	\$15,000
PLANETBIDS INC	FY25 ONLINE SUBSCRIPTION	\$16,515
CA JOINT POWERS INSURANCE AUTHORITY	FY25 PROPERTY INSURANCE	\$19,042
LAW OFFICES OF JIM KAHNG	FY25 LEGAL SERVICES - HR	\$30,000
SAS INSTITUTE INC.	FY25 SAS SOFTWARE ANALYTICS	\$31,126
EMPLOYMENT DEVELOPMENT DEPT	FY25 EDD CHARGES	\$35,000
STANDARD INSURANCE COMPANY	FY25 SUPPLEMENTAL INSURANCE	\$35,000
CITY FARE INC	FY25 REGIONAL COUNCIL CATERING	\$35,000
REGIONAL ECONOMIC MODELS INC	FY25 REMI SOFTWARE MAINT	\$36,500
CALIPER CORPORATION	FY25 CALIPER TRANSCAD SUPPORT	\$81,000
VISION SERVICE PLAN (VSP)	FY25 VISION SERVICE PLAN	\$85,000
PUBLIC AGENCY RETIREMENT SERVICES	FY25 PARS RETIREMENT	\$87,000
GREAT WEST TRUST CO LLC	FY25 EMPOWER QTR ADMIN FEE	\$95,000
PUBLIC EMPLOYEES RETIREMENT SYSTEM	FY25 CALPERS REPLACE BENEFIT	\$120,000
CALPERS FISCAL SERVICES DIVISION	FY25 CALPERS HEALTH PREMIUM	\$145,000
STANDARD INSURANCE COMPANY	FY25 LIFE INSURANCE	\$145,000
DELTA DENTAL OF CALIFORNIA	FY25 DENTAL PPO	\$285,000

SCAG executed the following Contracts for more than \$25,000 but less than \$500,000:

Consultant/Contract No.	Description	Amount
HBA Specto, Inc. 24-041-C01	The consultant shall update the Scenario Planning Model (SPM) transportation analysis module.	\$94,903

ATTACHMENT(S):

1. 24-041-C01 Contract Summary

CONSULTANT CONTRACT NO. 24-041-C01

Recommended Consultant:

HBA Specto, Incorporated

Background & Scope of Work:

Scenario Planning Model (SPM) is a web-based data management, land use development and modeling platform equipped with modeling and analysis engines. It facilitates informed and collaborative planning, assists in scenario creation/editing, and estimates various potential benefits resulting from alternative transportation and land use strategies. SPM has been instrumental in assessing the existing and alternative future conditions for the SCAG region.

As we develop various scenarios for the next Regional Transportation Plan (RTP), the Consultant will enhance SPM’s existing transportation module. This update will improve the models’ capability to estimate trip generation and vehicle miles traveled (VMT) in response to potential land use and transportation changes that reflect local and SCAG policies. To effectively manage and test diverse scenarios, the Consultant will also update the existing SPM’s VMT application tool that can compare outputs from multiple scenarios.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include but are not limited to providing an updated SPM transportation analysis module. This module will be instrumental in developing final scenarios and strategies for the next RTP within the SCAG region, considering its outputs as a final product. The primary deliverables include:

- Updated trip generation and mode choice and distance choice model;
- Updated connectivity between different geographic zones;
- Enhance VMT application tool; and
- Multiple Scenario Tests and technical memo.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal 3: Spur innovation and action through leadership in research, analysis and information sharing

Contract Amount:

Total not to exceed	\$94,903
HBA Specto, Incorporated (prime consultant)	\$88,568.64
VNuIT LLC (subconsultant)	\$6,334.20

Note: HBA Specto, Incorporated originally proposed \$99,924, but staff negotiated the price down to \$94,903 without reducing the scope of work.

Contract Period:

June 18, 2024 through June 30, 2025

Project Number(s):

290.4948UD.01 \$52,228
290.4948E.01 \$6,767

Funding source(s): FY25 Sustainable Communities (SC) Formula, Transportation Development Act (TDA)

Funding of \$58,995 is available in the FY25 Overall Work Program (OWP) Budget in Project Number 290.4948.01

Request for Proposal (RFP): SCAG staff notified 3,260 firms of the release of RFP 24-041-C01 via SCAG's Solicitation Management System website. A total of 52 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

HBA Specto, Incorporated (1 subconsultants)	\$99,924
Arup US, Inc – list lowest to highest (no subconsultants)	\$98,660.70

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

- Sunghi An, Assistant Modeler, SCAG
- Jung A Uhm, Principal Modeler, SCAG
- Yang Wang, Senior Modeler, SCAG

Basis for Selection: The PRC recommended HBA Specto, Incorporated for the contract award because the consultant:

- Demonstrated the most comprehensive understanding of the project, specifically regarding the existing setup and conditions of SPM's transportation module, including its unique geographic unit (SPZ) associated with various place types;
- Presented a good technical approach, including the proposal of an interactive tool that enables to identify SPZ attributes and place types, as well as to update other relevant attributes effectively;
- Recognized for expertise in scenario planning, land use and travel demand modeling for urban and regional development, with a proven track record of completing various projects, such as the development of urban planning platforms, web-based mapping tools, and statistical analysis models in collaboration with several agencies, including SCAG;
- Demonstrated sufficient amounts of experiences in designing, testing, and putting the tool into SCAG modeling and planning context;
- Provided the best overall value for the proposed level of effort;
- Proposed a reasonable cost allocated for the project to perform the entire scope of work; and
- Proposed a well-balanced distribution of work hours across all project tasks.



AGENDA ITEM 16
REPORT

Southern California Association of Governments
September 5, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required.

STRATEGIC PRIORITIES:

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

ACCOUNTING:

Membership Dues:

As of July 31, 2024, 110 cities, four counties, three commissions, and five tribal governments have paid their FY25 membership dues. SCAG has collected \$1.31M out of the \$2.76M billed. This represents 47.62% of the membership assessment.

Investments & Interest Earnings

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. As of July 31, 2024, SCAG has invested \$18.60 million in the LAIF account, and interest earnings will be distributed on a quarterly basis with an average interest rate of 4.52%. Additionally, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance, interest earnings from this account are distributed monthly. As of July 31, 2024, SCAG has invested \$48.48 million in the Money Market Account and has earned \$214,636.50, in interest income.

Incurring Cost Audit by Caltrans

SCAG Executive team is currently reviewing the audit report and preparing responses. No major findings. Once finalized, the audit report and a corrective action plan will be presented to the Audit Committee.

Grant Billing as of June 30, 2024 Preclose

During FY 2023-24, staff has prepared and submitted requests for reimbursements of approximately \$49.33 million to the following agencies (\$6.23 million is for work completed in FY 2022-23). Additionally, since the inception of the REAP programs, SCAG received advance funds of \$44.15 million for REAP 1.0 Program and \$61.51 million for REAP 2.0 Program.

1. **CPG Billing: \$44.71 million** to Caltrans for work funded with federal and state grants; \$5.07 million was for work completed in June 2023, while \$39.64 million was for work completed in July 2023 to May 2024. Of the \$44.71 million, \$41.31 million has been received.
2. **ATP Billings: \$1.47 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants; \$0.64 million was for work completed from September 2022 to June 2023, while \$0.83 million was for work completed from July 2023 to June 2024. Of the \$1.47 million, \$1.14 million has been received.
3. **MSRC Billing: \$1.25 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant; \$0.20 million was for work completed from February 2020 to April 2022 billed in FY22-23 while \$1.05 million was for work completed from July 2018 to December 2023 billed in FY23-24. The entire amount has been received.
4. **OTS Billings: \$1.16 million** to Office of Traffic Safety for work funded with OTS grants; \$70,367 was for work completed from April 2023 to June 2023, while \$1.09 million was for work completed from July 2023 to March 2024. The entire amount has been received.
5. **EPRI Billings: \$0.40 million** to the Electric Power Research Institute, Inc. for work funded with the California Energy Commission (CEC) grant; \$0.20 million was for work completed from January 2023 to June 2023, while the remaining \$0.20 was for work completed from July 2023 to March 2024. The entire amount has been received.
6. **City of Burbank: \$0.17 million** to the City of Burbank for work funded with LEAP funds; \$1,119 was for work completed in May 2023, while \$0.16 million was for work completed in October 2023 to April 2024. Of the \$0.17 million, \$1,119 has been received.
7. **DOE-Clean Cities: \$0.11 million** to the Department of Energy for work funded with a DOE-Clean Cities grant; \$27,500 was for work completed from April 2023 to June 2023, while \$82,500 was for work completed from July 2023 to March 2024. The entire amount has been received.
8. **LACI Billing: \$35,042** to LA Cleantech Incubator for work funded with the LACI grant completed from July 2023 to March 2024. The entire amount has been received.
9. **WSCCOG: \$16,452** to Westside Cities Council of Governments (WSCCOG) for work performed for the tasks and deliverables in Exhibit A.2 of M-005-19 (Measure M Westside Mobility Study Update) that was completed from January 2023 to June 2023. Of this amount, \$16,452 has been received.
10. **ATN: \$3,007** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds; \$1,077 was for work completed from May 2023 to June 2023, while \$1,930 was for work completed from July 2023 to April 2024. The entire amount has been received.

11. **DOE-UCI: \$699** to the Regents of the University of California for work funded with the DOE-Clean Cities grant that was completed from July 2023 to March 2024. The entire amount has been received.
12. **FCC ACP: \$607** to the Federal Communications Commission for work completed from July 2023 to December 2023. The entire amount has been received.
13. **REAP 1.0: \$44.15 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 1.0 as of June 30, 2024. Each \$11.87 million was received in FY21 and FY23, and \$20.41 million was received in FY24. Approximately \$43.19 million has been expended to date (\$7.94 million during FY 2023-24).
14. **REAP 2.0: \$61.51 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 2.0 as of June 30, 2024. Approximately \$14.49 million has been expended to date (\$7.45 million during FY 2023-24).

BUDGET & GRANTS (B&G):

On July 22, 2024, staff kicked off the FY25 Comprehensive Budget Amendment 01 process, including FY 2024-25 Overall Work Program (OWP) Formal Budget Amendment 01, and collected the proposed change requests in August. Staff will analyze the proposed changes, and the FY25 Comprehensive Budget Amendment 01 will be presented to the Executive/Administration Committee (EAC) and the Regional Council (RC) for approval in November.

Also in August, staff submitted the FY 2023-24 OWP Year-End Package to Caltrans, which included the certification of final expenditures, the final progress report, and the final work products for projects completed in the fiscal year.

Lastly, staff submitted a grant application for the FY24 DOT's Safe Streets and Roads for All (SS4A) program. The proposed project will improve pedestrian safety during events and games in preparation for the 2026 World Cup and 2028 Olympic and Paralympic Games. If awarded, SCAG will partner with various agencies to test semi-permanent pedestrian safety improvements.

CONTRACTS ADMINISTRATION:

The Contracts Administration Department staff are currently supporting 12 active procurements and 143 active contracts. Staff are working with project managers to complete the close-out process for 43 contracts that ended on June 30, 2024. Staff executed one (1) contract for more than \$25,000 but less than \$500,000 and processed 33 purchase orders to support ongoing business and enterprise operations as reported in the consent calendar agenda item "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold."

ATTACHMENT(S):

1. 090524 CFO Charts



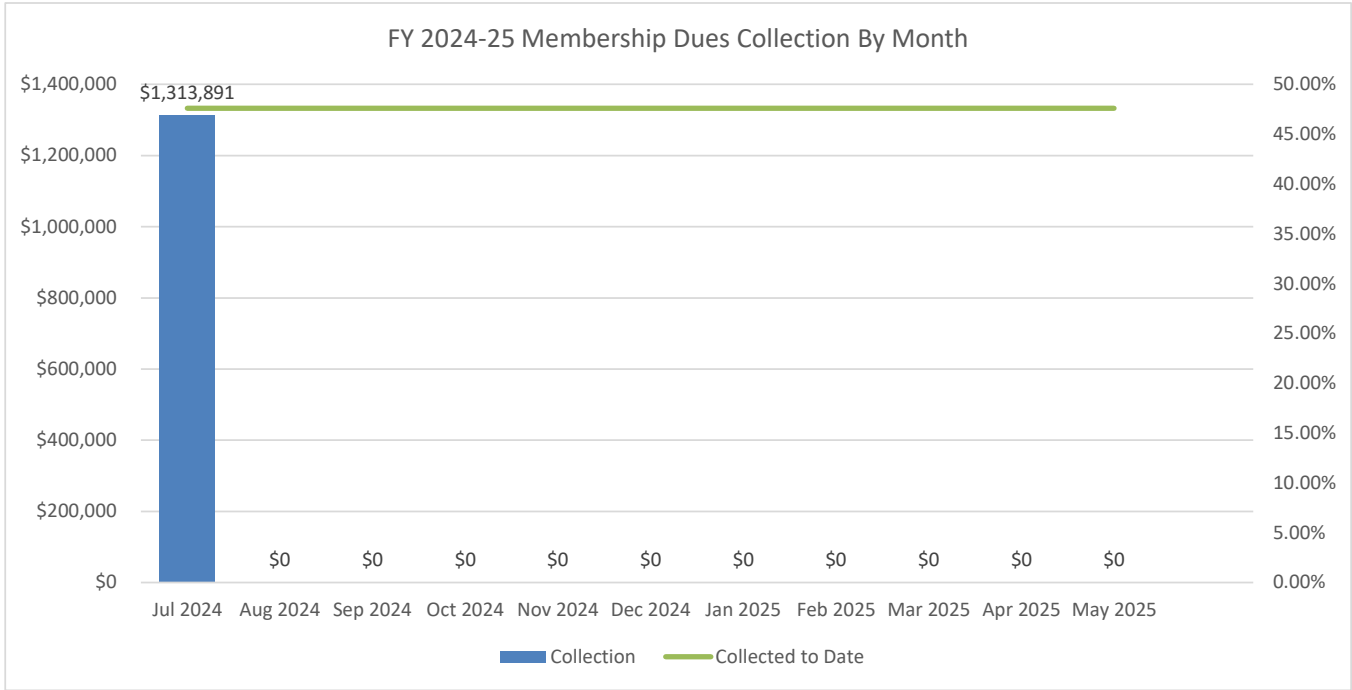
Office of the Chief Financial Officer

Quarterly Report

June Preclose 2024



Membership Dues & Collections
 July 1, 2024 through July 31st, 2024



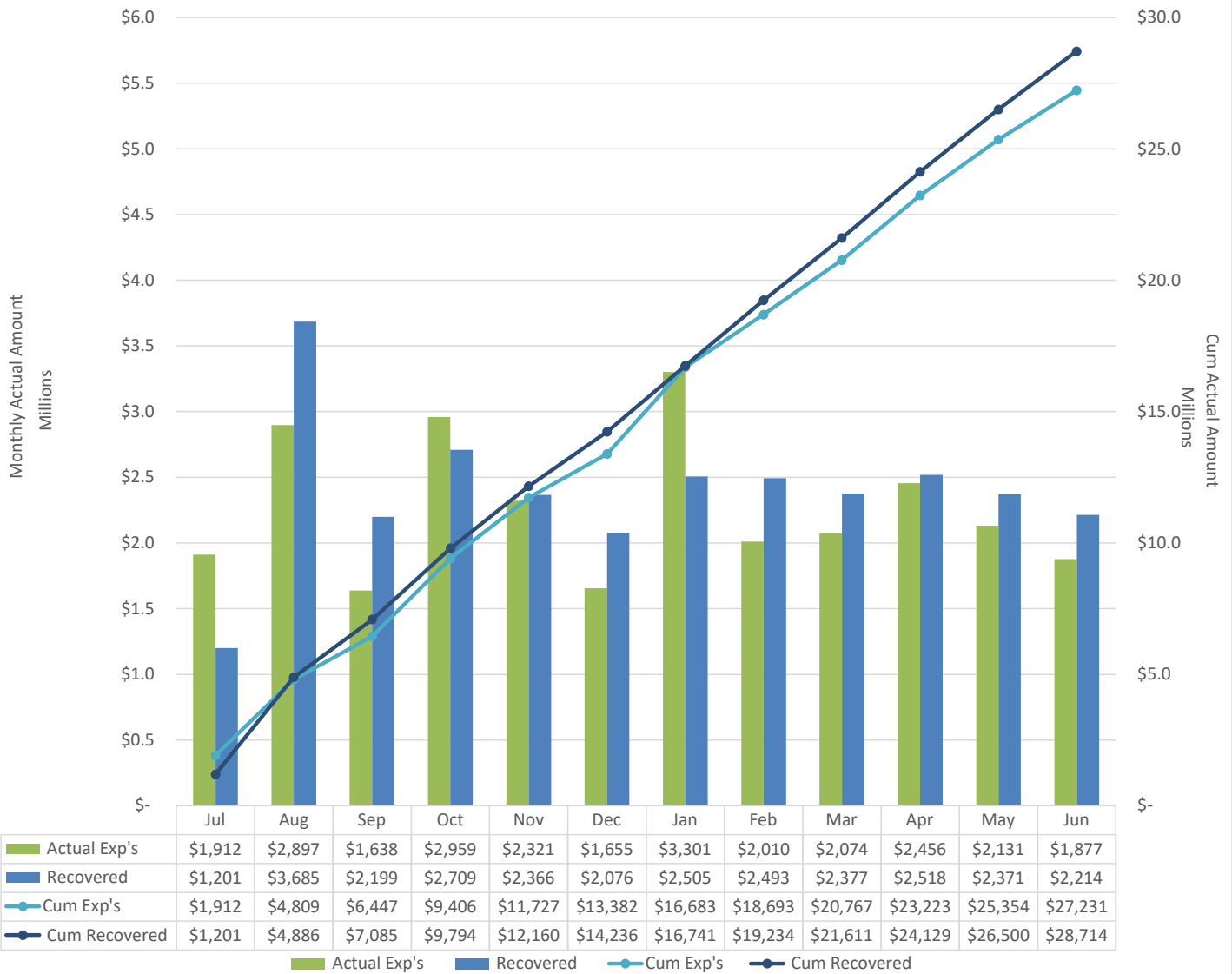
Summary
 As of July 31st, 2024, 110 cities, 4 counties, 3 commissions and 5 tribal governments had paid their FY25 dues. This represents 47.62% of the dues assessment.

FY24 Membership Dues	<u><u>\$ 2,759,319</u></u>
Total Collected	<u><u>\$ 1,313,891</u></u>
Percentage Collected	<u><u>47.62%</u></u>

Attachment: 090524 CFO Charts [Revision 1] (CFO Monthly Report)



Indirect Cost & Recovery
July 1, 2023 through June 30, 2024 (Preclose)



Attachment: 090524 CFO Charts [Revision 1] (CFO Monthly Report)

Summary

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through June 2024 (Preclose), SCAG was over-recovered by \$1.5 million due to unspent Indirect Cost budget. The FY 2023-24 IC rate includes a carry-forward of approximately \$2.6 million, which represents an under-recovery of costs from FY 2021-22.



**Preliminary Consolidated Balance Sheet
As of June 30, 2024 Preclose**

	<u>March 31, 2024</u>	<u>June 30, 2024</u>	<u>Increase/(Decrease)</u>
Cash & Investment	28,844,516.6	75,839,003	46,994,486 (1)
Other Assets	10,907,501.8	5,150,645	(5,756,857) (2)
Total Assets	39,752,018	80,989,648	41,237,630
	-	-	-
Total Liabilities	11,452,917	53,800,753	42,347,836 (3)
	-	-	-
Fund Balance	28,299,102	27,188,895	(1,110,207)
	-	-	-
Total Liabilities & Fund Balance	39,752,018	80,989,648	41,237,630

(1) The Cash & Investment balance increased by \$46.9M due to receiving Reap 2.0 1st advance funding of \$52M.

(2) The decrease in other assets is due to a \$5.9M decrease in Accounts Receivable from cash receipts and a \$207.9k decrease in Prepaid Expenses.

(3) The increase in liabilities of \$41.6M is primarily due to a increase to deferred revenue resulting from REAP 2.0 cash advance.

Attachment: 090524 CFO Charts [Revision 1] (CFO Monthly Report)



**Consolidated Statement of Revenues, Expenditures, and Changes in Fund Balances
Quarter Ended June 30, 2024 (Preclose)**

	June 2024 Budgetary Comparison Statement				
	July 1, 2023 to Mar 30, 2024	July 1, 2023 to June 30, 2024	Increase / (Decrease)	FY 2023-24 Budget	Under / (Over) Budget
Revenues	103,469,472	134,295,448	30,825,977	495,660,708	361,365,260 ⁽¹⁾
	-	-	-	-	-
Expenditures:					
Salaries & Benefits	64,833,086	86,133,608	21,300,521	96,282,697	10,149,089
Services & Supplies	24,083,597	34,719,259	10,635,662	399,378,011	364,658,752
Total Expenditures	88,916,684	120,852,867	31,936,183	495,660,708	374,807,841 ⁽¹⁾
	-	-	-	-	-
Change in Fund Balance	14,552,788	13,442,581	(1,110,207)	(14,552,788)	(27,995,369)
Fund Balance Beginning of the Year	13,746,314	13,746,314	-	13,746,314	-
Fund Balance at End of the Period	28,299,102	27,188,895	(1,110,207)	(806,474)	(27,995,369)

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. The \$361.36 million revenue variance and the \$374.80 million expenditure variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.

SCAG FY25 Forecast for Planning Consultant Procurements

As of August 26, 2024

Project Name	Project Description	Est. Consultant Budget Range*	RFP by Quarter
Smart Cities Vision/Strategic Plan	Develop a smart cities vision/strategic plan which incorporates findings from SCAG's Programs and establishes a framework which will serve as a foundation for local jurisdictions to support their respective technology plans.	Medium	FY25 Q1
Econ/Fiscal Benefits of Nat/Ag Lands + Priority Agriculture Lands Technical Support	Conduct economic/fiscal impacts study for Nat & ag lands.	High	FY25 Q1
Go Human Engagement Strategies	Consultant services for implementation of Go Human communications and engagement activities	High	FY25 Q1
Innovative Clean Transit Regional Assessment	Review readiness of ZEB in the region, review operator rollout plans (ICT) for incorporation into TAM target setting analysis.	Low	FY25 Q1
Ongoing TransAM support and maintenance	Support federal performance monitoring and target setting.	Medium	FY25 Q1
Freight Stakeholder Engagement	Develop and facilitate freight listening sessions, roundtables, and/or interview/engagement sessions	Low	FY25 Q2
Go Human Kit of Parts and Community Grant Technical Assistance; Go Human Local Advertisement Campaigns	Implementation of community-centered traffic safety strategies.	High	FY25 Q2
Regional Scenario Development Process	This project would help the Southern California region to develop robust strategies in the face of uncertainty.	Medium	FY25 Q2
E-Bike Equipment Purchase	Procurement of Bikes and Storage Facility	High	FY25 Q2
Comprehensive Sustainable Freight Plan	Comprehensive assessment of the SCAG region's goods movement system, including infrastructure, intermodal facilities, new technologies, industrial and retail facilities, and supply chain relationships.	High	FY25 Q2

Attachment: 090524 CFO Charts [Revision 1] (CFO Monthly Report)

*Low = under \$250,000 / Medium = \$250 - \$500,000 / High = over \$500,000

SCAG FY25 Forecast for Planning Consultant Procurements

As of August 26, 2024

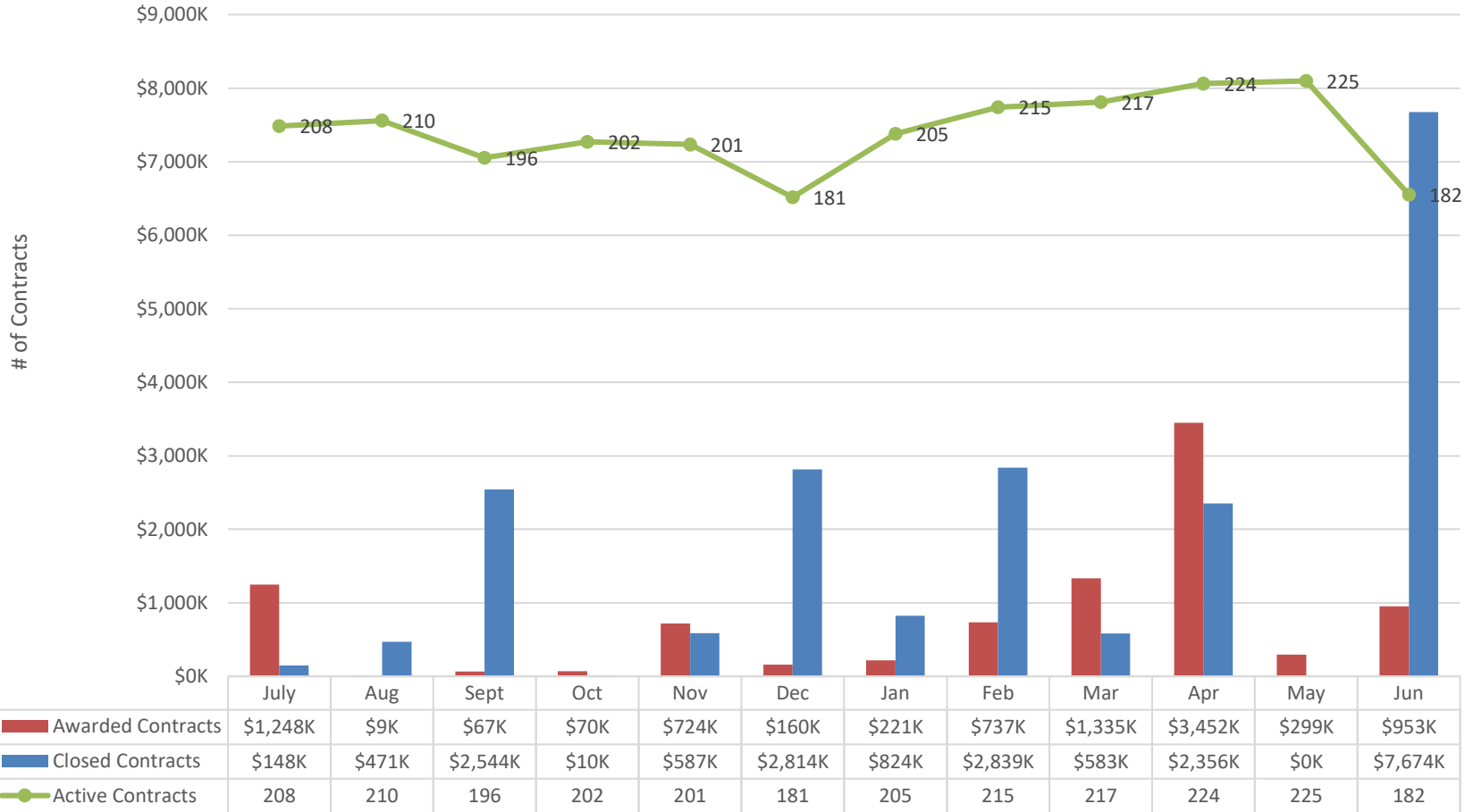
Regional Traffic Safety Action Plan	Development of Regional Action Plan in accordance with SS4A guidelines for SCAG region	Medium	FY25 Q2
Regional CBO Partnering Strategy	Develop an agencywide CBO Partnering Strategy.	High	FY25 Q2
Alternative Technology Assessment for Freight	Assessment of innovative technologies for freight conveyance	High	FY25 Q3
Planning for Main Streets	Develop corridor vision, priorities, and conceptual plans and cost estimates for sustainable transportation improvements on Caltrans-owned rights-of-way serving as Main Streets.	High	FY25 Q3
15-minute communities: Best Practices in the SCAG region	Provide consulting for development of 15 minute communities Best Practices	Medium	FY25 Q4

Attachment: 090524 CFO Charts [Revision 1] (CFO Monthly Report)

**Low = under \$250,000 / Medium = \$250 - \$500,000 / High = over \$500,000*



SCAG Contracts FY2023-24



■ Awarded Contracts
 ■ Closed Contracts
 ● Active Contracts

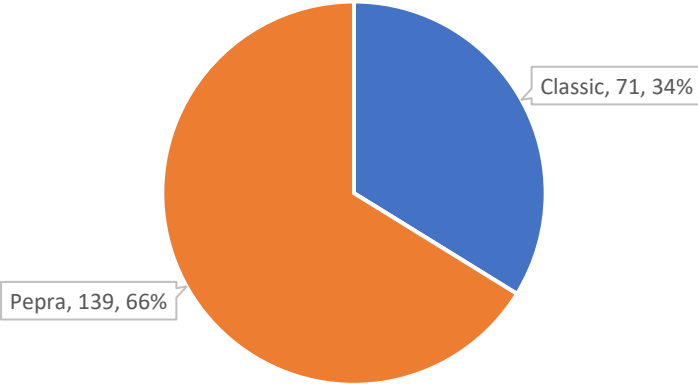
CFO Report

As of July 1, 2024

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Fellows	Total
Executive Office	8	8	0	0	0	0	8
Human Resources	13	12	1	0	0	0	12
Legal Services	3	2	1	0	0	0	2
Finance	38	33	5	0	0	0	33
Information Technology	31	27	4	0	0	0	27
Gov. & Public Affairs	26	24	2	1	0	0	25
Planning & Programs	116	104	12	1	0	3	108
Total	235	210	25	2	0	3	215

CalPERS Membership





AGENDA ITEM 17
REPORT

Southern California Association of Governments
September 5, 2024

To: Regional Council (RC)
From: Courtney Aguirre, Planning Supervisor
(213) 236-1990, aguirre@scag.ca.gov
Subject: Presidential Priority: Transit Recovery & Technology

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
Connect SoCal 2024 envisions a future in which transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region’s vision of more livable and equitable communities. Achieving this vision will require considerable effort as transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. This is why an established Fiscal Year 2024-25 SCAG Presidential Priority is Transit & Technology. For the September 5, 2024 Regional Council meeting, SCAG has invited two speakers to discuss transit recovery and technology, including Metrolink’s Chief Executive Officer, Darren Kettle, who will share efforts to implement operations changes to help optimize service (Metrolink Reimagined) and Riverside Transit Agency’s Chief Executive Officer, Kristin Warsinski, and Planning Director, Jennifer Nguyen, who will highlight efforts to adapt transit in technologically innovative ways (Go Micro) to address changing customer needs.

BACKGROUND:
Connect SoCal 2024 envisions a future in which transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region’s vision of more livable and equitable communities. Achieving this vision will require considerable effort as transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. As of June 2024, bus ridership is still approximately 13 percent below pre-pandemic levels. However, many transit agencies continue to see ridership recovery on their systems. Most counties in the region have experienced gains in transit ridership over the course of the past year,

with Imperial County experiencing the most significant increase of 11 percent when comparing June 2023 to June 2024. Meanwhile, Ventura, Los Angeles, Orange, and San Bernardino Counties have experienced smaller gains of eight percent, eight percent, seven percent, and six percent, respectively. Riverside County is the only county in the region experiencing a loss in ridership, with a two percent decrease over the same period. These trends represent a significant improvement from June 2020, when regional transit ridership was down by 54 percent.

Commuter rail is also experiencing challenges, though Metrolink commuter rail ridership is up by approximately 27 percent in June 2024 compared to June 2023, with the Antelope Valley line experiencing the most significant increase at 37 percent. The Orange County line follows with a 34 percent increase, while the Inland Empire-Orange County (IEOC) and Ventura County both experienced 33 percent increases. Ridership on the 91/Perris Valley line rose by 32 percent, and the San Bernardino and Riverside lines had more modest gains of 16 and 14 percent, respectively. Notably, the June increases for all lines are consistent with or slightly trail the trends observed in preceding months. However, total Metrolink ridership is still 45 percent lower than it was pre-pandemic at this time (June 2024 compared to June 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent.

Motivating transit/rail recovery is an important priority for SCAG as well as the state. As reported in previous updates to the Transportation Committee, [SB 125](#) required the establishment of the Transit Transformation Task Force, led by the California State Transportation Agency (CalSTA), and including representatives from the California Department of Transportation, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders across the state. SCAG's Executive Director, Kome Ajise, serves on the Task Force, along with other Southern California representatives from the Los Angeles County Metropolitan Transportation Authority, Move LA, the Riverside County Transportation Commission, and the University of California, Los Angeles Institute of Transportation Studies. CalSTA, in consultation with the Task Force, will prepare and submit a report of findings and policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. As a member of the Task Force, SCAG is interested in helping shape the recommendations to reflect the region's needs and priorities, and to that end, presents updates and facilitates discussions at its regular meetings of the Regional Transit Technical Advisory Committee.

Like CalSTA's Task Force, SCAG continues to consider best practices and innovative approaches for growing transit ridership. For the September 5, 2024 Regional Council meeting, SCAG has invited two speakers to discuss transit recovery and technology, including Metrolink's Chief Executive Officer, Darren Kettle, who will share efforts to implement operations changes to help optimize



service (Metrolink Reimagined) and Riverside Transit Agency's Chief Executive Officer, Kristin Warsinski, and Planning Director, Jennifer Nguyen, who will highlight efforts to adapt transit in technologically innovative ways (Go Micro) to address changing customer needs.

FISCAL IMPACT:

Staff work related to this area of focus is included in the current Overall Work Program (OWP) FY24/25 140.0121.01 Transit Planning and Task 140.0121.02 Passenger Rail Planning.

ATTACHMENT(S):

1. PowerPoint Presentation - Metrolink Reimagined 2spp
2. PowerPoint Presentation - Riverside Transit Agency Go Micro

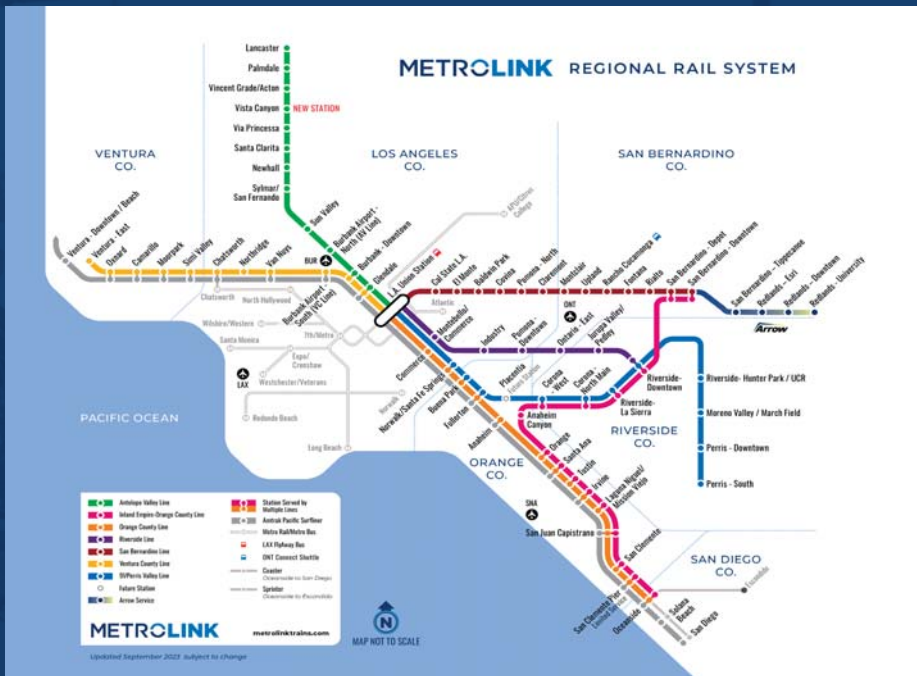


METROLINK

Metrolink Update

SCAG Regional Council Meeting
September 5, 2024

Metrolink System



6
Counties Served

7
Routes/Lines

545.6
Route miles

67
Stations

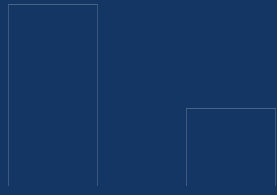
142
Trains we operate now

174
Trains we'll operate beginning Oct 2024

METROLINK

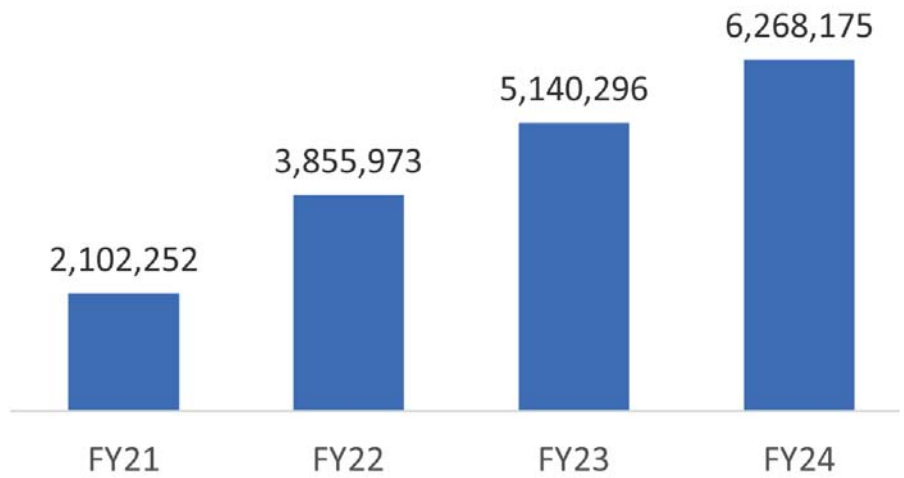
Attachment: PowerPoint Presentation - Metrolink Reimagined 2spp (Presidential Priority: Transit Recovery & Technology)

Systemwide Ridership Recovery

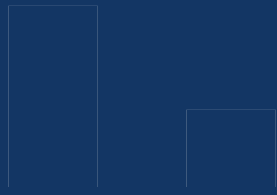


METROLINK

Metrolink Annual Boardings

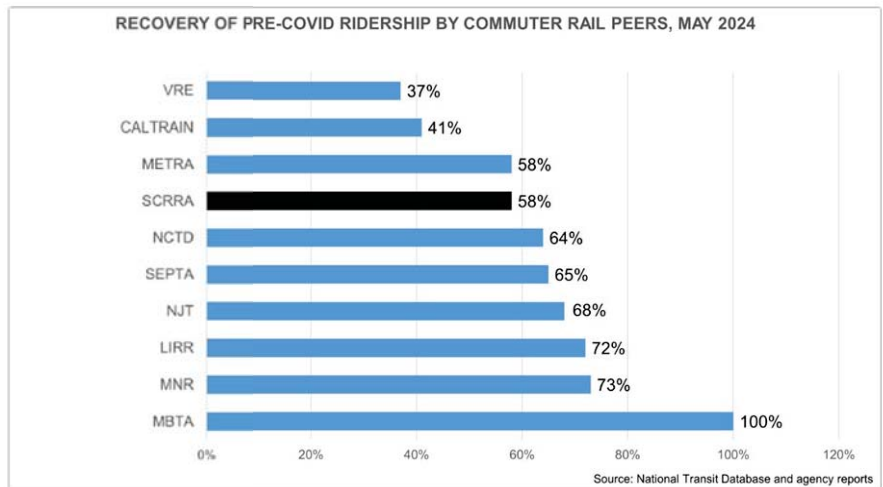


Post-Pandemic Commuter Rail Ridership

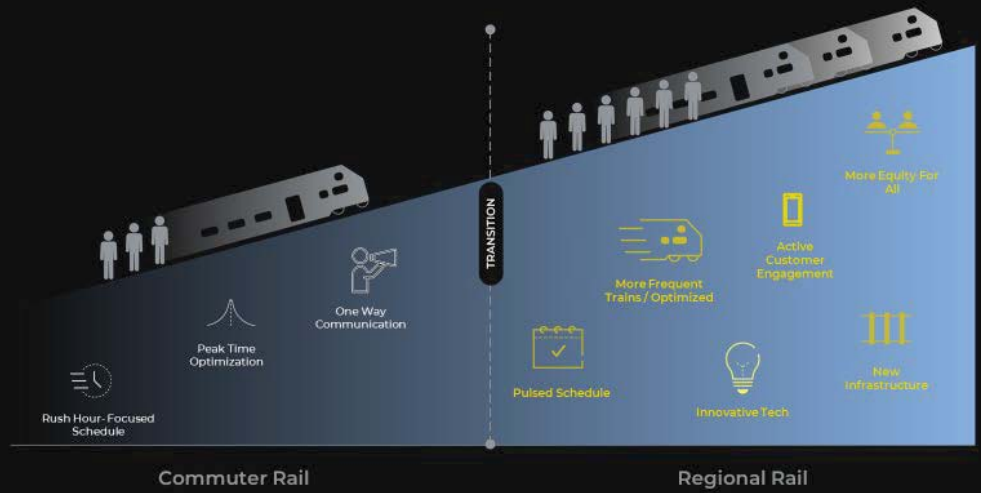


METROLINK

RECOVERY OF PRE-COVID RIDERSHIP BY COMMUTER RAIL PEERS, MAY 2024



Attachment: PowerPoint Presentation - Metrolink Reimagined 2spp (Presidential Priority: Transit Recovery & Technology)



Metrolink Reimagined

Connecting communities, transforming journeys

Antelope Valley Line Service Expansion

Added midday, late night, and additional weekend service

Opening of new Vista Canyon Station in Santa Clarita

18% increase in Antelope Valley Line weekday ridership since launch

AVL expansion provides proof point for shift to regional rail for the future

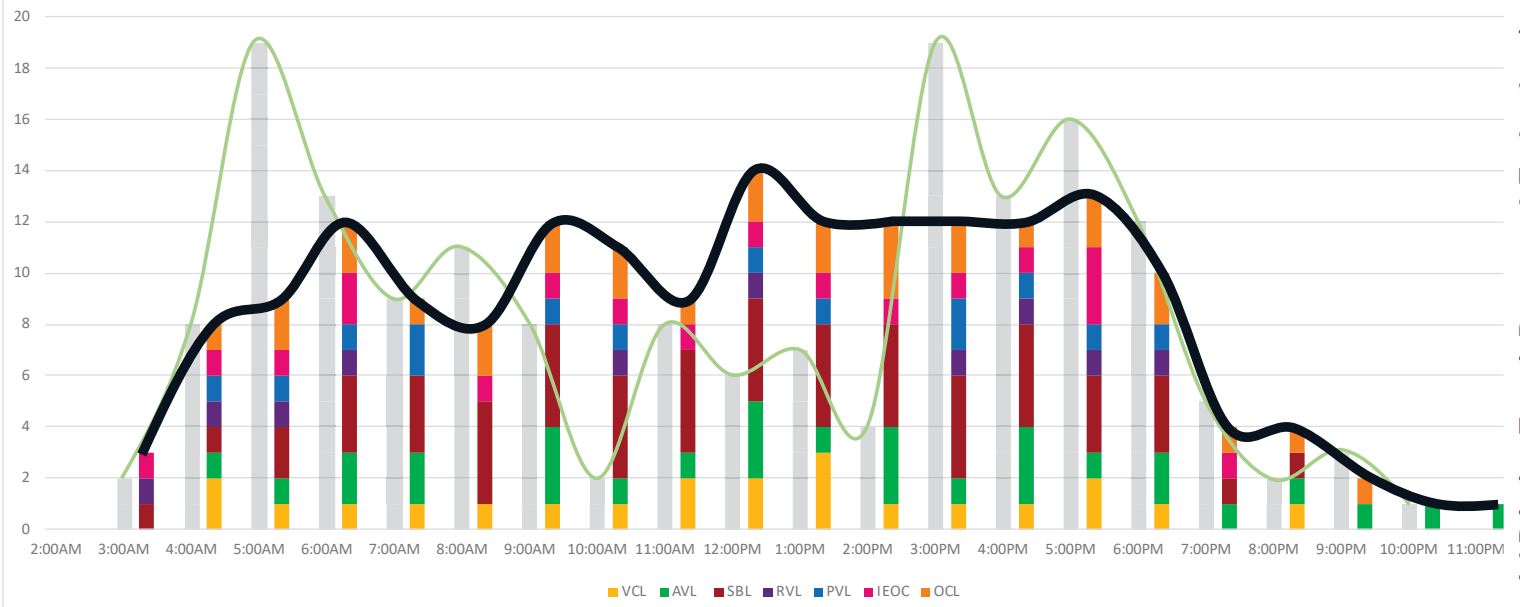


Launched October 2023

Attachment: PowerPoint Presentation - Metrolink Reimagined 2spp (Presidential Priority: Transit Recovery & Technology)

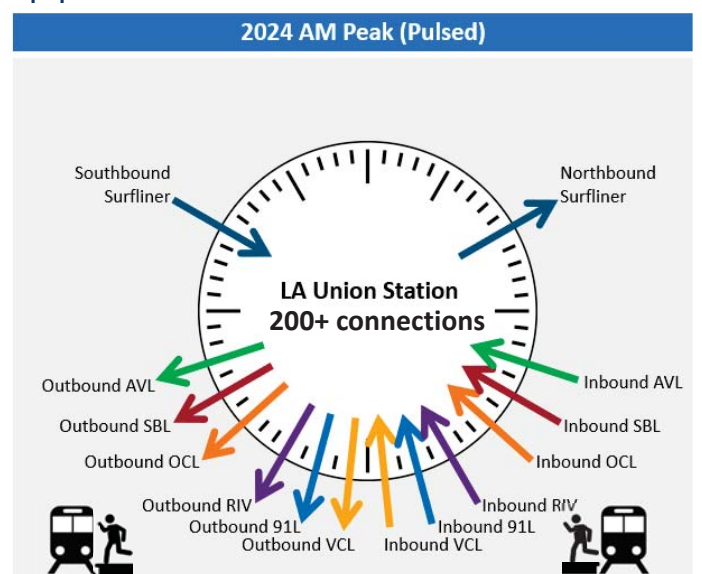
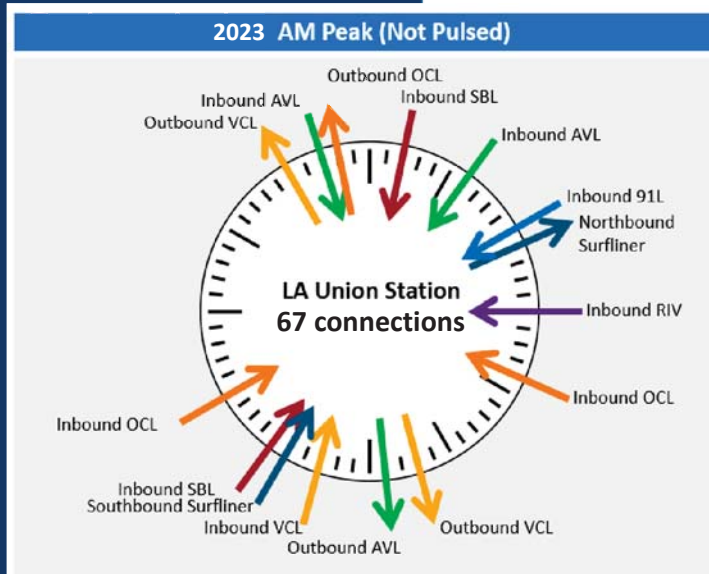
October 2024 Optimized Schedule

Number of trains on Metrolink network throughout the day (2019 v Proposed 2024)

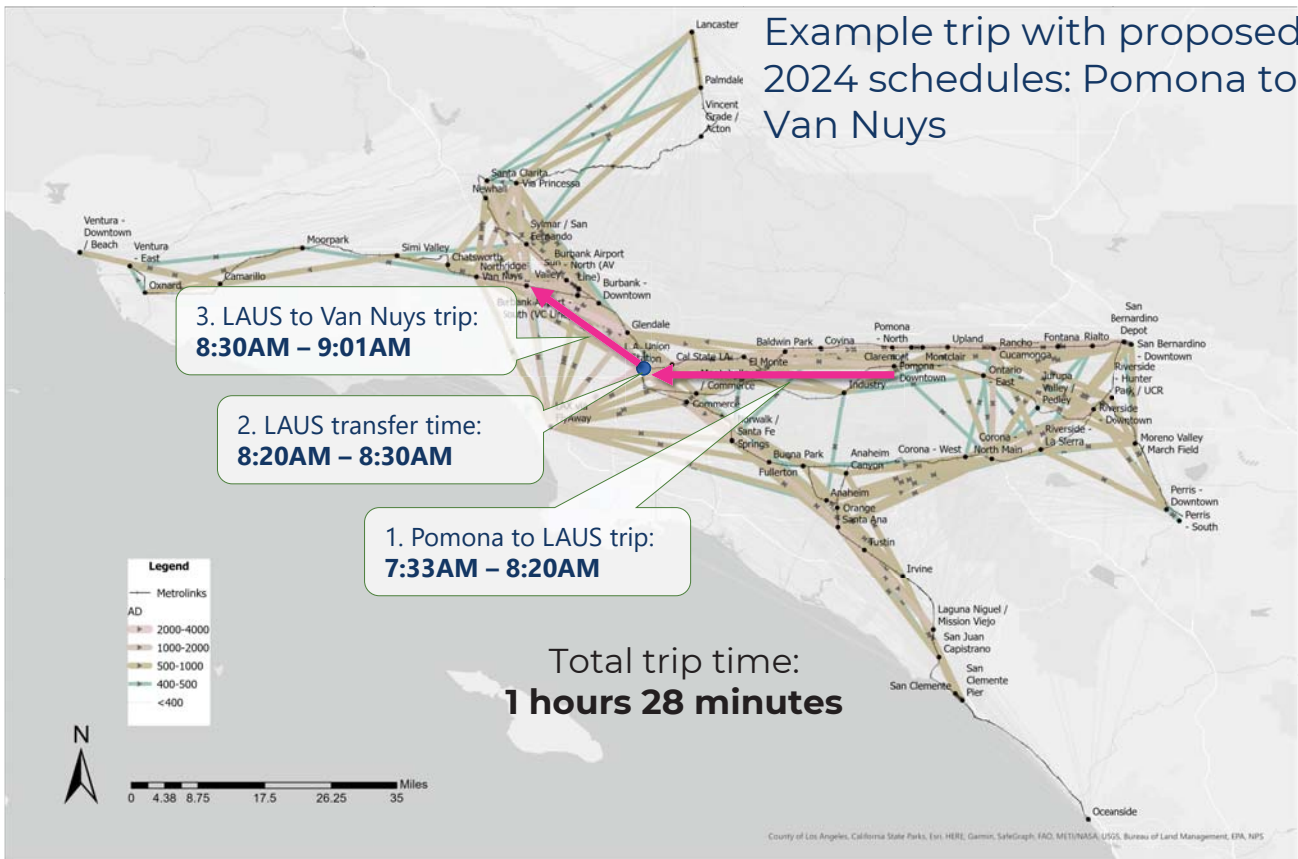
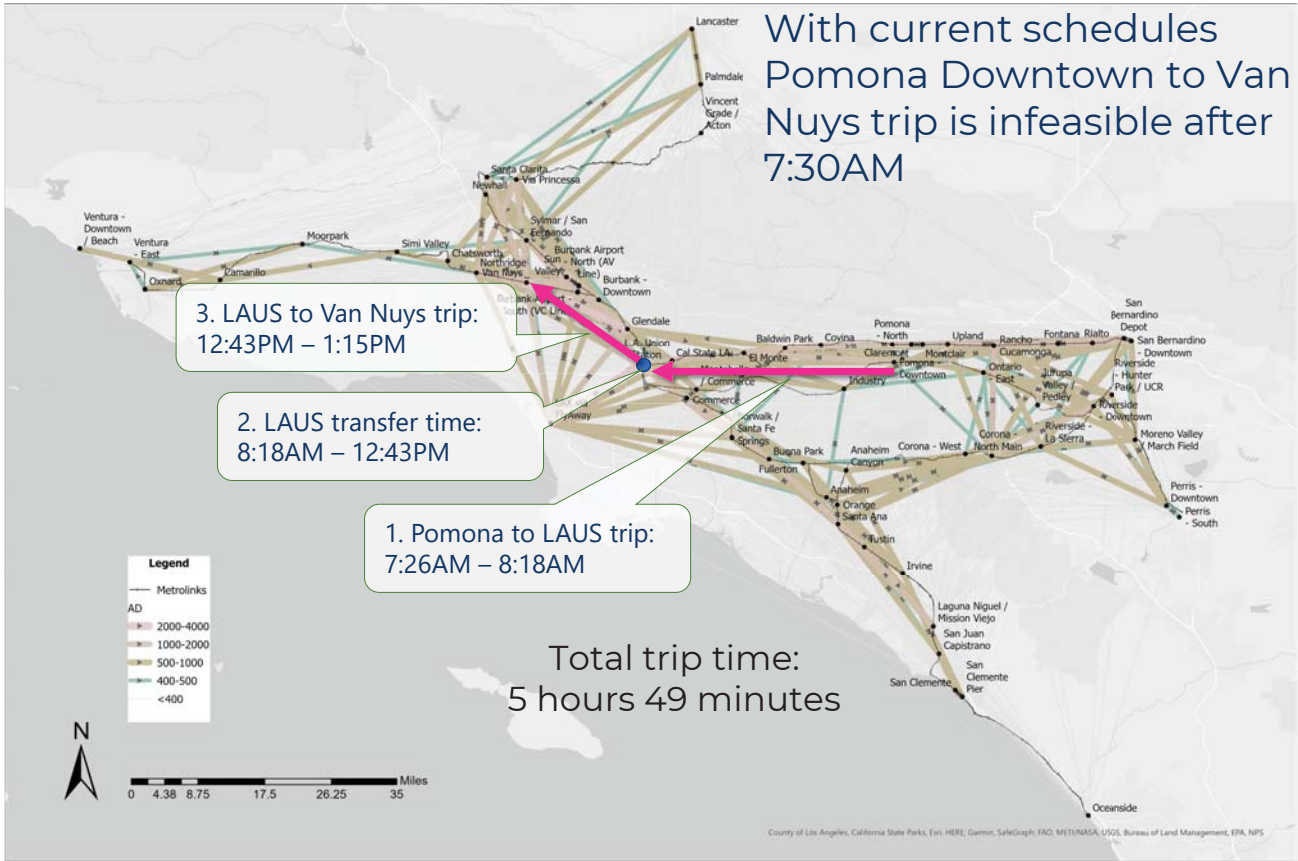


METROLINK

4X Transfer Opportunities 10 to 20-Minutes



METROLINK





METROLINK

Thank you.



SCAG Regional Council Meeting

September 5, 2024



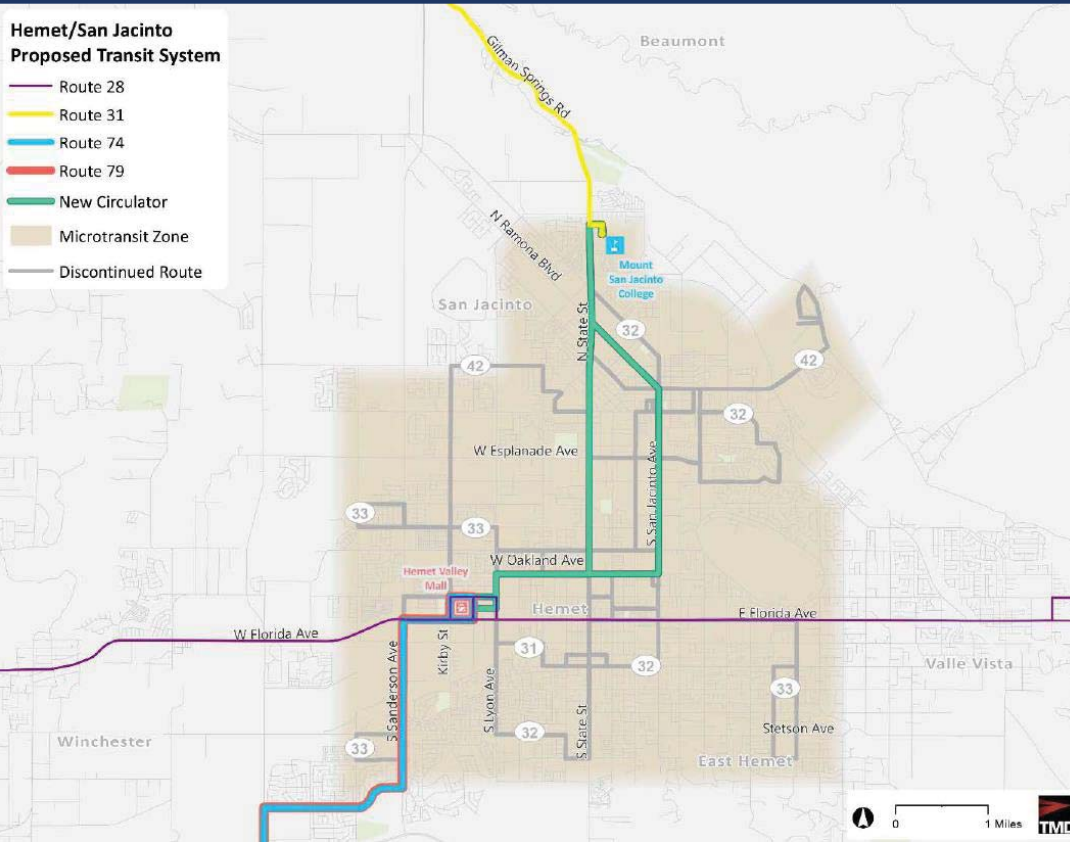
System-Wide Service Reduction Study

- Study completed to identify service cuts due to continued low ridership
- One of the major suggestions was to implement a microtransit pilot program in the Hemet/San Jacinto Valley
 - Removed 3 routes
 - Truncated 3 routes
 - New Route 44 Circulator
- Changes were implemented on 1/8/23
- Why? More efficient than fixed routes, saved \$\$\$!



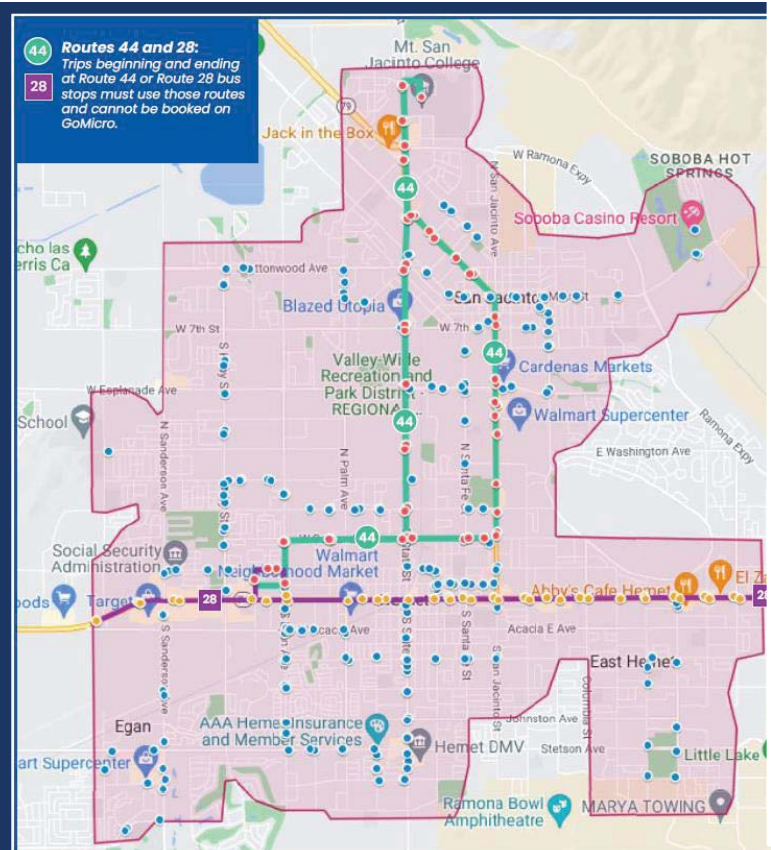
**Hemet/San Jacinto
Proposed Transit System**

- Route 28
- Route 31
- Route 74
- Route 79
- New Circulator
- Microtransit Zone
- Discontinued Route



*DAR service remained the same.

GoMicro Service Zone



Ambassador Program

- Bus stop notifications were posted on all 295 GoMicro stops
- Ambassador program ran from 12/7/22 through 1/20/23
- Focused on high ridership stops, middle schools and high schools

EFFECTIVE JANUARY 8, 2023
Routes 31, 74 and 79 will not serve this stop as it will be served by the new Route 44. Route 32 will be replaced by GoMicro, RTA's new on-demand microtransit service.




A partir del 8 de enero, las rutas 31, 74 y 79 no cubrirán más esta parada; serán sustituidas por la nueva ruta 44. La Ruta 32 será sustituida por GoMicro, el nuevo servicio de microtransporte bajo demanda de RTA.

MICROTRANSIT ZONE MAP
 MAPA DEL ÁREA DE MICROTRANSPORTE

Microtransit service begins on December 19 and will operate Mon-Fri, 6:30 a.m. to 6:30 p.m. Sat-Sun, 7 a.m. to 7 p.m. El servicio de microtransporte comienza el 19 de diciembre y funcionará de lunes a viernes de 6:30 a. m. a 6:30 p. m., y sábados y domingos de 7 a.m. a 7 p.m.

Route 44 service begins on January 8. Trips beginning and ending at Route 44 bus stops must use Route 44 and cannot be booked on GoMicro. El servicio de la Ruta 44 comienza el 8 de enero. Los viajes que comienzan y terminan en las paradas de la Ruta 44 deben utilizar esta ruta y no pueden reservarse en GoMicro.

Book rides on the GoMicro app, online at book.gomicro.rideco.com or call (951) 633-2629. Reserve viajes en la aplicación de GoMicro, en línea en book.gomicro.rideco.com o llamando al (951) 633-2629.

RiversideTransit.com/GoMicro (951) 633-2629





FREE RIDES THROUGH JANUARY 7

Your New Way to Travel
Hemet and San Jacinto

RTA's long-awaited microtransit service, GoMicro, debuts on December 19 and we are excited to offer free rides through January 7! The new service operates daily in the Hemet-San Jacinto area, using minibuses to serve nearly 300 existing RTA bus stops. Plus it's easy to use. Grab your smartphone or tablet, open the GoMicro app and schedule a pick up at the nearest bus stop. Or schedule a trip for another day. Either way, GoMicro is your ticket to shorter travel times, more direct trips and carefree travel to your next destination!

RiversideTransit.com/GoMicro



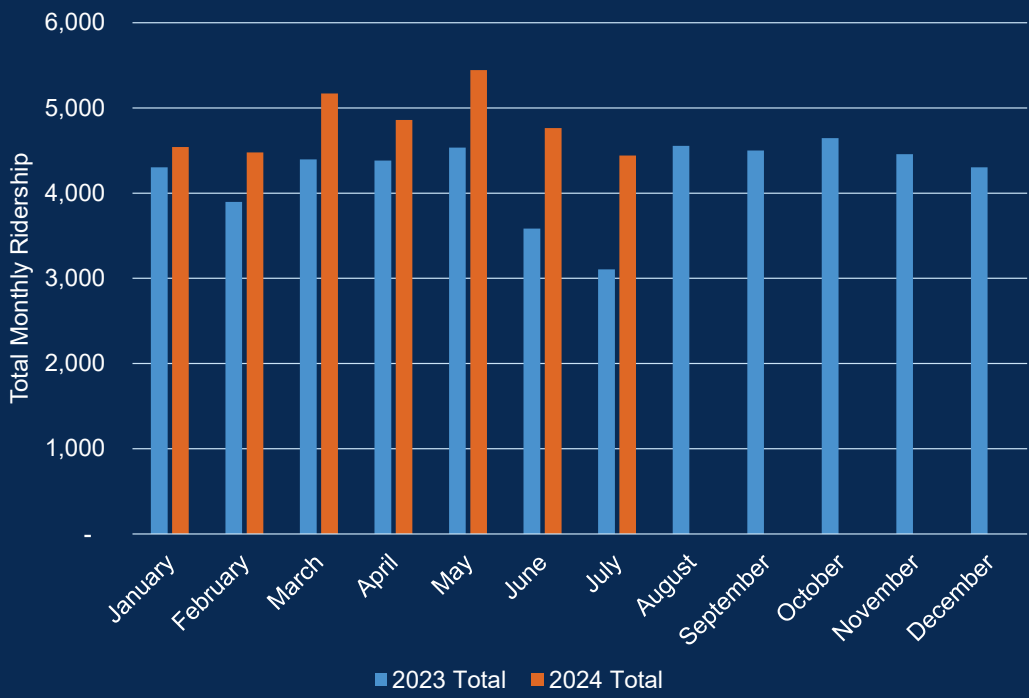

Book rides on the GoMicro app, online at www.book.gomicro.rideco.com or call (951) 633-2629.

Service Kicks Off

- Pilot Service began on Monday, 12/19/22 – 12/19/22 – 1/7/23: routes remain the same
- GoMicro rides were free through 1/7/23
- Service officially began on Sunday, 1/8/23

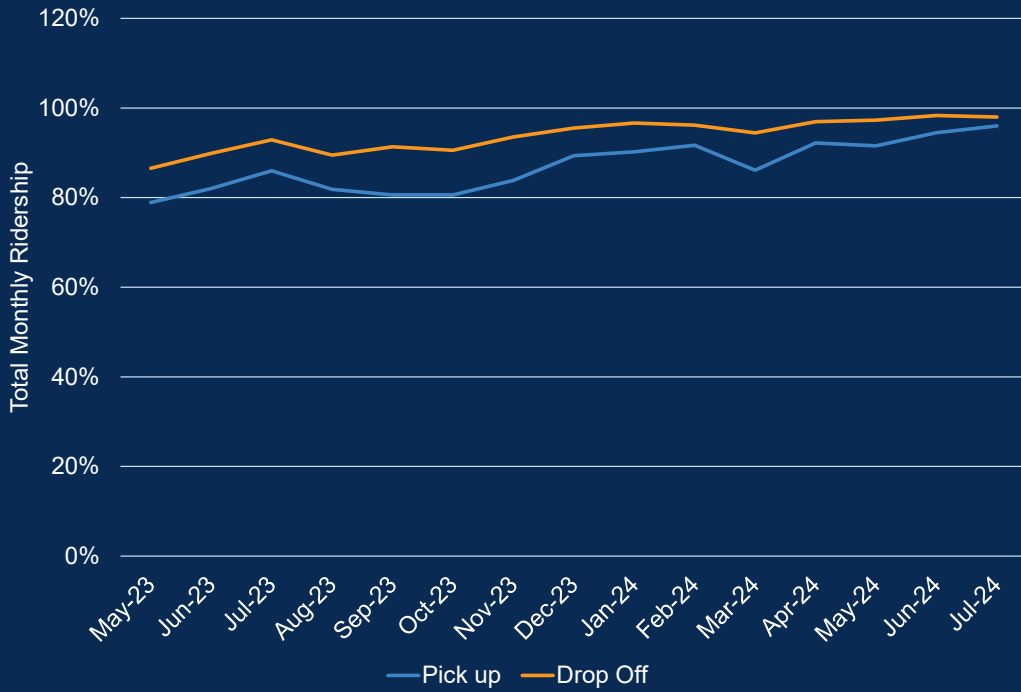


GoMicro Ridership

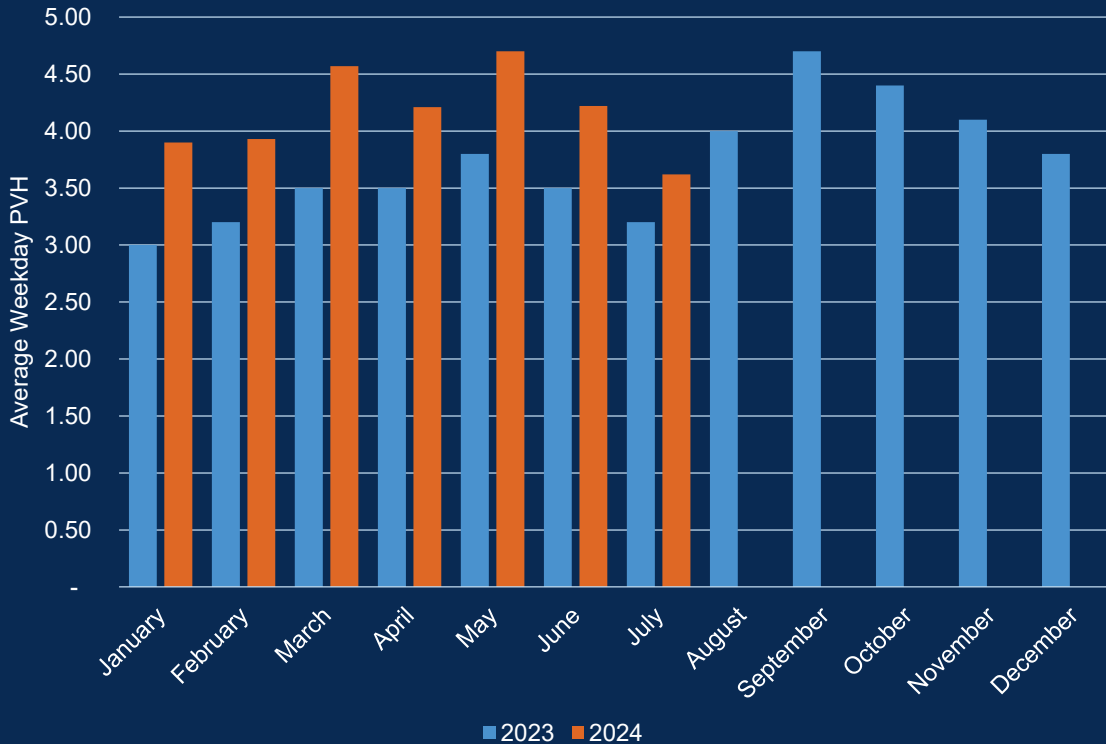


Attachment: PowerPoint Presentation - Riverside Transit Agency Go Micro (Presidential Priority: Transit Recovery & Technology)

On Time Performance



GoMicro PVH

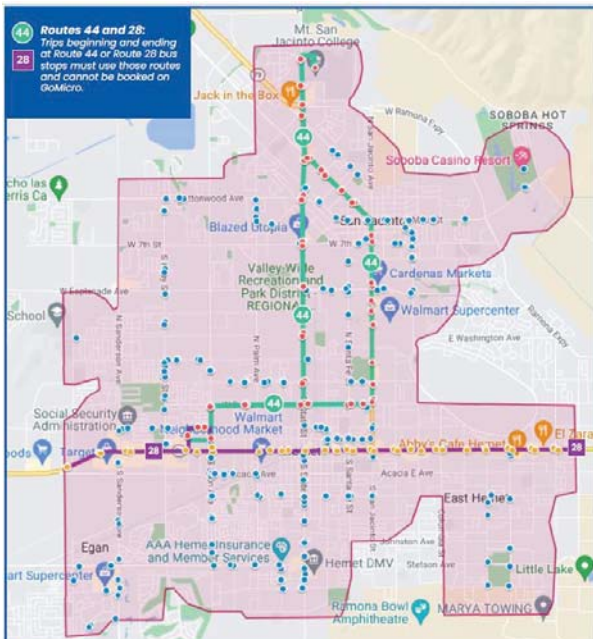


Program Enhancements to Improve Efficiency

- **Optimizing School Trips:** Time snapping school trips to bell times
- **Automatic Booking Limitations:** Reduce passenger no shows
- **Wait Time Increase and Variation:** Increase shared rides
- **Improving Driver Schedules:** Matching driver supply to passenger demand
- **Fixed Route Booking Restrictions:** Eliminate duplicative service



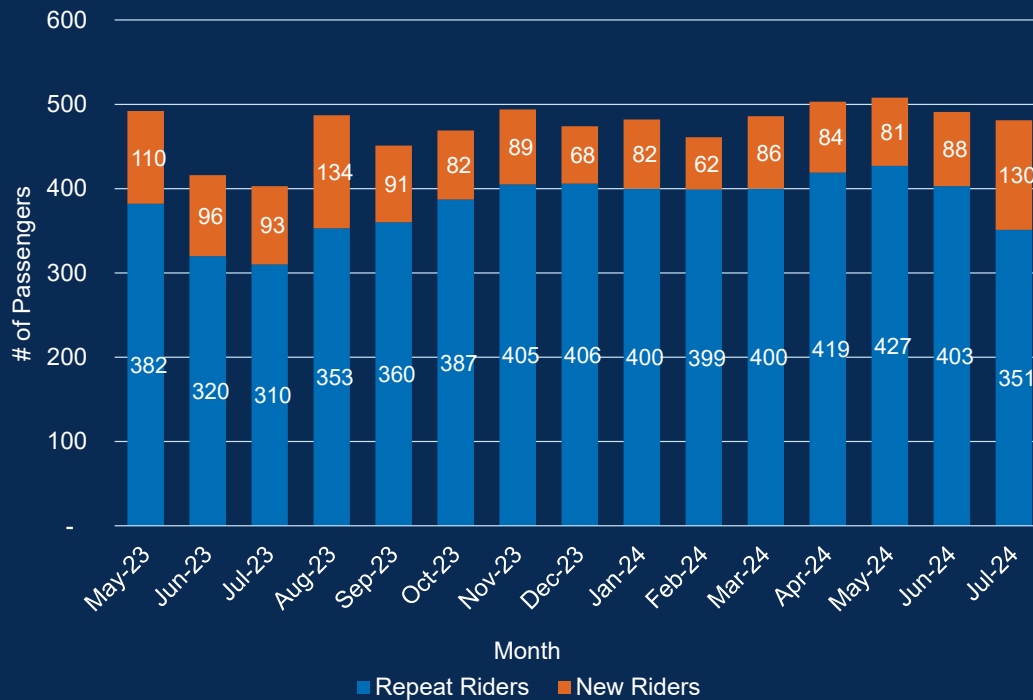
Fixed Route Restrictions



- Two fixed routes service the zone:
 - Routes 44 and 28
- At launch, we restricted trips that were duplicated by Route 44
- About 10% of trips started and ended on routes 28 and 44
- In May 2023, we restricted these trips, freeing up capacity for trips not able to be served with fixed routes

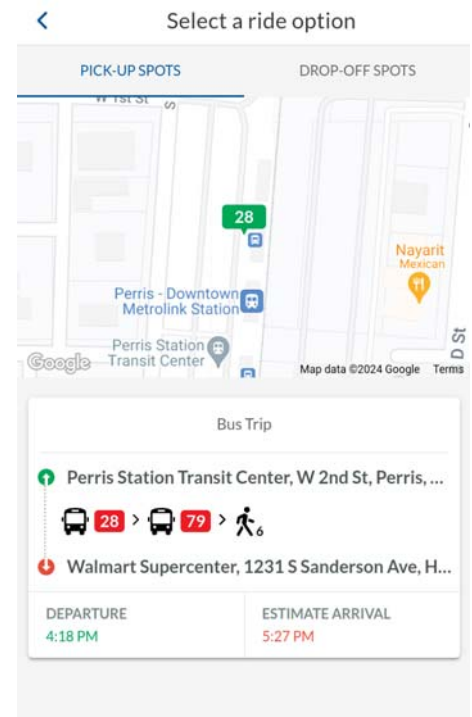


New & Existing Ridership



Next Steps

- Continue to work with RideCo to optimize service
- Monitor weekend ridership and adjust as needed
- Get GoMicro stops onto Google Map
- Evaluate travel patterns for a possible school tripper/fixed route deviation
- Multimodal trip planning within the GoMicro App
- Adjust OTP to improve efficiency
- Bus Stop Consolidation
- Comprehensive Operational Analysis



Thank you

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Chief Executive Officer
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Director of Planning
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To: Regional Council (RC)

From: Lucy Dunn, Ex-Officio Member; Business Representative

Subject: Business Report – September 2024

Here are a few items that business and industry leaders have been following, which may also be of interest to regional public leaders:

1. **Housing.** The Fed is finally signaling an interest rate decrease, likely in September. Randall Lewis of Lewis Homes shares that “it should help home sales a little bit, but not dramatically. The share of new home sales vs. resale will continue to grow, because homebuilders have better access to different lending programs and are offering lots of incentives to homebuyers.

Bottom line, the picture is a little more optimistic for the fourth quarter, but it won’t be anything dramatic. Offsetting the interest rate cut, is the likelihood of more job losses coming from a slowdown in the economy and more companies leaving California. No one knows if we’re in a full recession or not, but it’s clear that things are slowing down, which is why the interest rates are being cut.”

Potential buyers hoping for [more affordable home prices](#) this fall are likely to be disappointed. “House prices have remained high in most areas in spite of higher mortgage rates, which would normally have lowered demand,” says Edward Coulson, professor of economics and public policy and director of the Center of Real Estate at UCI Paul Merage School of Business. “There is no reason to think that house prices will fall, especially if interest rates come down.”

2. **The White House Recognizes CEQA is a Problem for Housing.** During her nomination acceptance speech, Vice President Kamala Harris highlighted a new priority: “end America’s housing shortage.” The Democratic presidential nominee elevated housing production in a high-profile way, particularly following President Obama’s earlier plea to [cut red tape and regulation](#) in his speech.

The White House just released a comprehensive report (here: [White House](#)) on housing affordability. The report highlights how burdensome CEQA regulations blocked nearly half of all proposed housing units in California in 2020 alone—delaying desperately needed homes for years. This acknowledgment from the Biden-Harris Administration shows that housing

affordability is not just a California issue. Renowned California environmental lawyer, Jennifer Hernandez, helped highlight the facts and impact to the White House.

With the report, on August 13, the Biden-Harris Administration announced a suite of new actions to reduce barriers to housing construction. One of these actions, HUD's [Pathways to Removing Obstacles to Housing \(PRO Housing\)](#) grant program, supports state and local governments to remove barriers to affordable housing, including through reforming the housing permitting process.

State and local zoning laws dictate what type of housing can be built and where—but even where housing is allowed, local permitting requirements can drive up the cost of housing and contribute to the nation's [housing shortage](#). While permitting is primarily a state and local issue, the Biden-Harris Administration is encouraging these levels of government to reduce barriers and build more housing. In June, PRO Housing awarded its first [\\$85 million in grants to 21 communities](#) across the country, including states, big cities, and smaller towns. Today, the Department of Housing and Urban Development (HUD) is announcing an additional \$100 million in grants.

- 3. Statewide Business Community Supports Retail Theft Legislative Package.** The statewide business community strongly supported Governor Gavin Newsom and the California Legislature for the passage and signing of a series of bills designed to address the ongoing retail theft crisis affecting businesses across the state. This month's action is an important step forward, and complements the efforts to ensure voters also weigh in on this issue on the November ballot:

"The governor and Legislature have taken significant steps to address retail theft, and today's action is no exception. These bills are an important part of a comprehensive solution that includes key reforms to Proposition 47 on the ballot this November. Voters overwhelming support Prop. 36 and, taken together with the governor's actions today, these reforms will ensure that businesses and public safety officials have all of the tools necessary to address the retail theft crisis and the ongoing fentanyl crisis that has claimed far too many lives." -- California Business Roundtable, California Business Properties Association, California Hotel and Lodging Association, California Hispanic Chamber of Commerce, Southern California Leadership Council, Bay Area Council, Inland Empire Economic Partnership and Orange County Business Council.

- 4. California Insurance Commissioner Ricardo Lara to Keynote Update.** On September 12, from 9:00 am to 2:00 pm BizFed Institute will hold its Business Resiliency Forum and host keynote speaker California Insurance Commissioner Ricardo Lara to share his views on rising insurance costs and insurance companies leaving California. Assemblymember Rick Chavez Zbur, the Assembly Democratic Caucus Chair and Chair of the Select Committee on Retail Theft, will join us to discuss newly passed legislative solutions. Los Angeles City Attorney Hydee Feldstein Soto will

join us to discuss local and collaborative solutions for retail theft that can help keep business in California. Other featured speakers include California Retail Association President Rachel Michelin, San Gabriel Valley Economic Partnership President & CEO Luis Portillo. [Early Bird Tickets Here.](#)

Proposed reforms to California's insurance regulations took a key step forward August 9, officially entering the public comment period required before they can be enacted.

The [proposed regulation](#) will allow insurance companies to use forward-looking, so-called 'catastrophe modeling' when asking the California Department of Insurance (CDI) to approve requested rate hikes. Each model is comprised of computerized calculations simulating potential catastrophic events.

Notwithstanding, homebuilders and homeowners will not likely see any relief in skyrocketing insurance rates for two years, says Dan Dunmoyer of California Building Industry Association.

5. **Governor Newsom and legislative leaders announce agreement on PAGA reform.** For decades, business large and small have asked for private attorney general actions (PAGA) reform as litigation against small business has increased and as aggrieved employees have been denied fair share of those litigation settlements. Here are the key terms of new legislation enacted this year and supported by the governor:

Employee Share of Penalties: Increases share employees receive from any penalties from 25% to 35%.

Standing: Requires the employee (plaintiff) to personally experience the alleged violations brought in a claim. Alleged violations must have occurred within the last year (presently, there is no time limitation).

Caps Penalties: For employers who proactively take steps to comply with the Labor Code before receiving a notice, the maximum penalty that can be awarded is 15 percent of the applicable penalty amount.

Caps Penalties: For employers who take steps to fix policies and practices after receiving a PAGA notice, the maximum penalty that can be awarded is 30 percent of the applicable penalty amount.

Reduces the maximum penalty where the alleged violation was brief or where it is a wage statement violation that did not cause confusion or economic harm to the employee (i.e. misspelling of company name or forgetting to add "Inc." on the pay statement).

Levels the playing field for employers who pay weekly by ensuring penalties are adjusted. Presently, such employers are penalized at twice the amount because penalties accrue on a per pay period basis.

Addresses derivative claims. Creates a new penalty (\$200 per pay period) if an employer acted maliciously, fraudulently, or oppressively.

Employer Right to Cure: Expands which Labor Code sections can be cured, so employees are made whole quickly. Protects small employers by providing a more robust right to cure process through the state labor department (Labor and Workforce Development Agency) to reduce litigation and costs. Provides an opportunity for early resolution in court for larger employers.

Strengthening Enforcement Agency: The Administration will pursue a trailer bill to give the California Department of Industrial Relations (DIR) the ability to expedite hiring and filling vacancies to improve and expedite enforcement of employee labor claims.

Judicial Discretion (Manageability): Codifies that a court may limit both the scope of claims and evidence presented at trial.

Injunctive Relief: Allows for injunctive relief.

6. **GLUE Council Meets September 30, 2024 at 10:00 a.m.** Your business and industry advisory council will have another robust meeting as we welcome SCAG President Curt Hagman to highlight his goals and what GLUE can do to assist.
7. **HOT OFF THE PRESS: AB 98 “Gut and Amend” Legislation on Warehouses Targets Inland Empire, Opposed by Business.** This matter is fluid but Paul Granillo of Inland Empire Economic Partnership and Matthew Hargrove of CBPA shared that business is rallying in opposition to this onerous bill on warehouses--a surprise gut and amend--now proposes:

Strips Local Control:

This bill removes critical decision-making authority from local governments by imposing statewide mandates on where warehouses can be located and how they must operate. Local communities are best positioned to balance economic development with environmental and health concerns based on their unique needs. Stripping this control undermines their ability to effectively manage growth and development.

Restricts Land Use Flexibility:

The bill's stringent buffer zone requirements (300 to 500 feet from sensitive receptors) and mandatory truck route provisions severely limit the availability of land suitable for logistics use. In densely populated areas, like the Inland Empire, these restrictions could make it nearly impossible to find viable sites for new or expanding logistics facilities, driving these businesses out of state.

Imposes Unrealistic Economic and Infrastructure Burdens:

The requirement for logistics centers to meet zero-emission vehicle (ZEV) standards by 2028 is unfeasible given the current state of California's energy infrastructure. The existing backlog in grid interconnections and insufficient readiness for such an increase in power demand make these standards impossible to meet in the proposed timeframe. This places an undue burden on businesses, particularly small and medium-sized enterprises.

Punishes Incremental Growth:

The bill's aggregate square footage threshold (250,000 square feet) is cumulative, meaning that even small, phased expansions could trigger costly and restrictive requirements. This approach unfairly penalizes businesses that grow responsibly over time, disincentivizing expansion and economic development within the state.

Creates Counterproductive Environmental Outcomes:

By making it more difficult to develop and expand logistics facilities in California, the bill could inadvertently increase environmental harm. Goods will still need to be transported into California, leading to longer transportation routes, increased vehicle miles traveled (VMT), and higher greenhouse gas emissions—directly counteracting the bill's environmental intentions.

Lacks a Sunset Clause:

The absence of a sunset clause in this bill is particularly concerning. Given the rapid advancements in technology and evolving environmental regulations, it's critical that legislation be periodically reassessed to ensure it remains relevant and effective. Without a sunset clause, the bill risks becoming outdated, stifling innovation, and imposing unnecessary burdens on businesses long into the future.

Economic Impact and Job Losses:

The bill's rigid restrictions could push logistics operations out of state, leading to significant job losses in key regions, particularly in areas like the Inland Empire where logistics is a major economic driver. This would have a devastating impact on local economies and exacerbate economic inequality.

Negative Impact on Affordable Housing:

The bill's 2:1 affordable housing replacement requirement for any redevelopment project is overly burdensome and financially unfeasible. For example, a project in Sacramento recently showed that each affordable housing unit costs over half a million dollars. This requirement could kill redevelopment projects, preventing much-needed industrial and economic development.

Bill Singles Out Inland Empire:

Defining most jurisdictions as "Warehouse concentration region" including "the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino."

8. **Join Inland Empire Latino Economic and Policy Summit for "El Futuro Es Latino."** Details below.
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THE INLAND EMPIRE ECONOMIC PARTNERSHIP IS HOSTING THE:



Keynote Speakers



Dr. Fernando Lozano
Morris B. and Gladys S. Pendleton Professor of Economics, Pomona College



"The Intersection of Healthcare, Latino Health, and Inland Empire"
Dr. Alberto E. Yáñez, MD
Assistant Area Medical Director, Kaiser Permanente



"The Implications for the Latino Community in the 2024 Election"
Eric Rodriguez
Senior Vice President, Policy and Advocacy for UnidosUS



"El Futuro Es Latino"
Jennifer L. Hernandez
Partner,
Holland & Knight



"El Futuro Es Latino"
Karla López del Río
Executive Director, Community Action Partnership of Riverside County



LOCATED AT:
THE CHEECH MARIN CENTER FOR CHICANO ART AND CULTURE OF THE RIVERSIDE ART MUSEUM

PRESENTED BY:



Sept 24, 2024
8:00 AM - 2:00 PM