



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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www.scag.ca.gov

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County of San Bernardino

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Tim Sandoval, Pomona

MEETING OF THE

**EXECUTIVE/ADMINISTRATION
COMMITTEE**

Thursday, February 6, 2024
9:00 a.m. – 9:50 a.m.

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

To Attend In-Person:

**SCAG Main Office – Policy B Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/85676324134>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 856 7632 4134**

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 Policy B Meeting Room on the 17th floor starting at 9:00 a.m.

Attend by Computer: Click the following link: <https://scag.zoom.us/j/85676324134>. 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:** 856 7632 4134, 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, **February 5, 2025** 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, February 5, 2025, 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.



EAC - Executive/Administration Committee
Members – February 2025

- 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. Jan C. Harnik**
Imm. Past President, RCTC Representative
- 5. Hon. David J. Shapiro**
CEHD Chair, Calabasas, RC District 44
- 6. Hon. Rocky Rhodes**
CEHD Vice Chair, Simi Valley, RC District 46
- 7. Hon. Jenny Crosswhite**
EEC Chair, Santa Paula, RC District 47
- 8. Hon. Lauren Meister**
EEC Vice Chair, West Hollywood, RC District 41
- 9. Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
- 10. Hon. Mike Judge**
TC Vice Chair, VCTC
- 11. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 12. Hon. Margaret Finlay**
LCMC Vice Chair, Duarte, RC District 35
- 13. Hon. Karen Bass**
Member-At-Large, Pres. Appt.
- 14. Hon. Wendy Bucknum**
Mission Viejo, RC District 13, Pres. Appt.
- 15. Hon. Larry McCallon**
Air District Representative, Pres. Appt.
- 16. Hon. Alan Wapner**
SBCTA Representative, Pres. Appt.



EXECUTIVE/ADMINISTRATION COMMITTEE AGENDA

17. Hon. Andrew Masiel

Tribal Govt Regl Planning Board Representative

18. Ms. Lucy Dunn

Business Representative - Non-Voting Member



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Thursday, February 6, 2025
9:00 AM

The Executive/Administration Committee 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, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. SCAG Participation in Vienna Social Housing Field Study: International Best Practices in Mixed-Income Housing, April 6-12, 2025 PPG. 6
(Kome Ajise, Executive Director, SCAG)

RECOMMENDED ACTION:

That the Executive/Administration Committee recommends that the Regional Council approve the travel and participation of Kome Ajise, Executive Director, in the Vienna Social Housing Field Study: International Best Practices in Mixed-Income Housing, April 6-12, and approve an estimated expenditure of approximately \$10,000 to cover incidentals, course registration, and SCAG travel-related costs which will be allocated from SCAG's FY24-25 General Fund Budget.

CONSENT ITEMS

Approval Items

2. Minutes of the Meeting – December 5, 2024 PPG. 8
3. AB 226 (Calderon & Alvarez) – California FAIR Plan Association PPG. 17
4. 2025-26 State Legislative Platform Update PPG. 27
5. SCAG Memberships and Sponsorships PPG. 38



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Receive and File

6. Purchase Orders, Contract, and Amendments below Regional Council Approval Threshold PPG. 41
7. CFO Monthly Report PPG. 50

INFORMATION ITEM

8. Fifteen Years of Sustainable Communities Strategies in Southern California PPG. 62
(Sarah Dominguez, Department Manager, SCAG)

CFO REPORT

(Cindy Giraldo, Chief Financial Officer)

PRESIDENT'S REPORT

(The Honorable Curt Hagman, Chair)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
February 6, 2025

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Miller, Executive Assistant
(213) 236-1937, miller@scag.ca.gov

Subject: SCAG Participation in Vienna Social Housing Field Study: International
Best Practices in Mixed-Income Housing, April 6-12, 2025

RECOMMENDED ACTION AT EAC:

Recommend that the Regional Council approve the travel and participation of Kome Ajise, Executive Director, in the Vienna Social Housing Field Study: International Best Practices in Mixed-Income Housing, April 6-12, and approve an estimated expenditure of approximately \$10,000 to cover incidentals, course registration, and SCAG travel-related costs which will be allocated from SCAG's FY24-25 General Fund Budget.

RECOMMENDED ACTION AT RC:

Approve the travel and participation of Kome Ajise, Executive Director, in the Vienna Social Housing Field Study: International Best Practices in Mixed-Income Housing, April 6-12, and approve an estimated expenditure of approximately \$10,000 to cover incidentals, course registration, and SCAG travel-related costs which will be allocated from SCAG's FY24-25 General Fund Budget.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG's Executive Director, Kome Ajise, was invited to participate in the Global Policy Leadership Academy's (GPLA) series of intensive housing policy field studies in Vienna. The field studies will take place April 6-12, 2025. Mr. Ajise will be joined by leaders from across the state, including state officials, elected officials from various levels of government, and professionals in community planning, resiliency and sustainability, and affordable housing development.

BACKGROUND:

The SCAG Executive Director is a non-voting member of the Los Angeles County Affordable Housing Solutions Agency (LACHASA) which was created by Senate Bill 679 to make housing more affordable and provide more housing options. This trip was organized through LACHASA, and participation would further SCAG's efforts to gain insight into best practices in affordable housing. The trip is

designed to give carefully curated cohorts of local and regional housing policy leaders, practitioners, and changemakers a deep understanding of the Vienna social housing model and how it came to be the most livable city in the world.

Program participants will learn from and engage with GPLA key faculty and a wide diversity of Viennese housing experts to gain firsthand knowledge about this proven model of social housing. Key topics include urban planning, construction, financing, land management, and community engagement.

The exclusive curriculum includes daily lectures, symposia, gatherings, exhibits, field trips, and discussion of topics including:

- The role of government in planning and funding social housing;
- The economics of the Vienna Social Housing Model including rents and incomes served;
- A comparison of affordable housing in the USA to the Vienna Social Housing Model;
- Urban planning and urban design;
- Creating permanent affordability for all;
- Housing subsidies in Vienna; and
- Creating a walkable and bikeable city.

For more information regarding the Vienna Social Housing Field Study, please follow this link: <https://gpla.co/vienna-social-housing-field-study/>

SCAG staff is seeking approval for Mr. Ajise's travel and an estimated expenditure of approximately \$10,000. This amount includes the registration fee of \$7,800 for tuition, accommodations and meals. Additional budget is allocated for flights and ancillary travel expenses.

Per SCAG Travel Policy, foreign travel requires the Regional Council's approval.

FISCAL IMPACT:

Expenditures to cover Mr. Ajise's incidentals and travel-related costs will be allocated from SCAG's FY25-26 General Fund Budget.



MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
THURSDAY, DECEMBER 5, 2024

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Sup. Curt Hagman, President

Hon. Ray Marquez, 2nd Vice President

Hon. Art Brown, Imm. Past President

Hon. David J. Shapiro, Chair, CEHD

Hon. Luis Plancarte, Chair, EEC

Hon. Jenny Crosswhite, Vice Chair EEC

Hon. Mike Judge, Vice Chair, TC

Hon. Patricia Lock Dawson, Chair, LCMC

Hon. Larry McCallon, President’s Appt.

Hon. Karen Bass, President’s Appt.

Hon. Wendy Bucknum, President’s Appt.

Hon. Jan Harnik, President’s Appt.

Hon. Andrew Masiel, Sr.

Chino Hills

Buena Park

Calabasas

Santa Paula

VCTC

Riverside

Los Angeles

Mission Viejo

RCTC

Pechanga Dev. Corp.

San Bernardino County

District 10

District 21

District 44

Imperial County

District 47

Ventura County

District 68

Air District Representative

Member-At-Large

District 13

Riverside

TGRP Representative

Members Not Present

Hon. Cindy Allen, 1st Vice President

Hon Rocky Rhodes, Vice Chair CEHD

Hon. Tim Sandoval, Chair, TC

Hon. Lucy Dunn

Long Beach

Simi Valley

Pomona

District 30

District 46

District 38

Business Representative

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
Julie Shroyer, Chief Information Officer
Ruben Duran, Board Counsel
Jeffery Elder, Chief Counsel/Director of Legal Services
Maggie Aguilar, Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Curt Hagman called the meeting to order at 9:03 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Hagman opened the Public Comment Period.

Board Counsel Ruben Duran acknowledged there were no written public comments received before or after the deadline.

There was one member of the public with a raised hand. Mr. Lionel Mares addressed the EAC members thanking them for having the meeting in a hybrid format. Mr. Mares stated he looked forward to working with SCAG, learning, and growing and improving their communities. He stated he looked forward to working with neighborhood council, city council, and with the San Fernando Valley Council of Governments. Lastly, he wished everyone happy holidays.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – November 7, 2024
2. SCAG Memberships and Sponsorships

Receive and File

3. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
4. CFO Monthly Report

Member Larry McCallon, Air District Representative, noted there was a correction on the minutes that he had already told the Clerk about.

The Clerk of the Board clarified the correction was to list him on the minutes as present as opposed to absent.

Member Jenny Crosswhite, Santa Paula, District 47, also made a note about the attendance roster. She noted that the attendance roster was showing Mayor Bass as not attending any meetings and on another column, it showed her as attending two meetings. She requested if staff could fix the clerical error.

A MOTION was made (Brown) to approve Consent Items 1 through 2 and Receive and File Items 3-4. Motion was SECONDED (McCallon) and passed by the following votes:

AYES: Bass, Brown, Bucknum, Crosswhite, Hagman, Harnik, Lock Dawson, Masiel, McCallon and Plancarte (10)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

5. REAP 1 Final Program Report

There were no public comments for Item 5.

Elizabeth Carvajal, Deputy Director of Planning and Land Use, provided an overview on SCAGs REAP 1 program. She stated they understood they were grappling with a housing crisis that was decades in the making, and that there was not a one-size-fits all for tackling this issue. She stated the REAP 1

program created an opportunity for SCAG to intentionally support its partners across the region to meet their regional housing need of 1.3 million units. She stated that in 2019, SCAG was awarded \$47 million as part of the REAP 1 program. She stated this program was focused on increasing housing supply and accelerating housing production across the state. She stated that through this funding SCAG for the first time was able to provide jurisdictions with resources to meet the regional housing needs of again 1.3 million units in the sixth cycle. She reported they had successfully completed their work under REAP 1 and stated she would highlight some of the successes and project highlights. She noted that as part of this program, they funded 100 projects across the 6-county region that focused on three categories. The first category was partnerships and outreach, the second was regional housing policy solutions, and the third was sustainable community strategies. She stated that some of the lessons learned were that one, the REAP 1 program highlighted the importance of funding implementation of their sustainable community strategies. She stated jurisdictions needed the resources to do the work. The second was highlighting the importance of capacity building and accounting for regional diversity. She stated there was not a one-size fits all for addressing this issue. She explained each community was different in terms of market conditions, built environment and fundamentally, the needs of those communities. She stated the REAP 1 program was structured to address these needs which is how it was executed. She stated the last lesson learned was that it really elevated the critical role that SCAG plays in providing a clear implementation link from the visions at the state level to the actual implementation work that must happen at the local level. Additionally, she highlighted some of the projects that spanned from site assessment for housing, enhanced infrastructure, financing districts (EIFDs), housing trust and accessory dwelling unit (ADU) work. She also highlighted how a few of those project sponsors were able to secure additional funding under REAP 2.0 to further their work. The first project she highlighted was the Other-To-Residential Toolkit. She explained this was a resource that SCAG developed, that provided a step-by-step guide for jurisdictions to leverage and convert underutilized non-residential land for residential uses. It also included a toolbox and case studies. The next project she discussed was the Gateway Cities Council of Governments (GCCOG). She stated they received funding under SCAGs sub-regional partnerships program. She explained they use a lot of resources for technical assistance, and they also conducted a feasibility study for the formation of a trust. She stated they did the study, and found it was in fact, feasible to form a trust, and the Gateway Cities Affordable Housing Trust was formed. She stated they had funded two notices of funding availability for affordable housing projects, and they also received additional funding under REAP 2.0 to expand the impact of that work. She stated several jurisdictions received funding under REAP 1 to explore the feasibility of creating EIFDs and two of those were formed in the City of Covina and Yucaipa. Additionally, she explained the City of Los Angeles Housing Authority received funding to explore the feasibility of creating an EIFD around One San Pedro to support broader redevelopment and housing production. She stated that the Housing Authority for the City of Los Angeles (HACLA) also secured additional funding under REAP 2.0 to expand electrical utility capacity to support the One San Pedro project. She stated the last project she would be highlighting was an excellent collaboration between their subregional partners. She stated these

were Orange County, Ventura, and GCCOG. She stated they came together to meet a common need, ADU development. She stated they pulled their resources together and developed a series of resources that are available to stakeholders for ADU work. She stated this included model ADU ordinances, a how-to guide for interested homeowners, a website that assists local homeowners with information on ADUs, as well as an ADU address lookup system. She stated this was an example of cross-regional collaboration that could be potentially replicated. She shared Orange County was furthering this work in REAP 2.0. In closing, she highlighted that in the agenda packet they had a full list of all of the projects funded, and that they were sharing a similar presentation at CEHD that day, along with presentations from four panelists that were showcasing some of the projects SCAG funded. She stated that as an organization, REAP 1 allowed for them to expand their capacity to support housing delivery in the region. She stated the REAP 2.0 program allocated approximately \$231 million to SCAG. She indicated this was a testament to the success of REAP 1, as well as to the confidence that the State has in their collective ability to tackling this housing crisis and leveraging the funds to meet this need.

Executive Director Ajise added they spent a lot of time talking about REAP 2, as it was a lot more money. He shared REAP 1 set them up and stated that along the lines of what Elizabeth had presented, it was the smaller funding that came out of REAP 1 that was able to unleash the energy that was in the region already to get things done at the local level. He stated they were trying to demonstrate that to the state, that it did not take a whole lot to generate the capacities they needed to begin to see housing production. He stated that if they looked at the list of the 100, those projects were going to have reverberations throughout the next few years in the region in terms of affording them to move forward with more housing production. He stated he wanted to make that point when they went on a delegation trip to Sacramento. He stated they would continue to highlight this to make sure that [everyone] understood that there was something to this seed funding that the state had to allow them to work with their local agencies to get housing production started.

CFO REPORT

Cindy Giraldo, Chief Financial Officer, shared staff had been busy focusing on executing the MOUs for the REAP 2 program. She reported they had also completed their final closeout report for REAP 1 projects. Furthermore, she reported that the audit of SCAGs fiscal year 24 financials was complete, and that audit findings and report would be presented to the Audit Committee the following week. Lastly, she shared that a considerable amount of effort had gone into preparing their fiscal year 26 budget. She explained it had been prepared this year, under a little bit of a compressed timeline due to the uncertainty they had earlier in the year with the REAP 2 funding. She stated they were well underway in preparing that budget and looked forward to presenting it to the members in just a few months.

PRESIDENT'S REPORT

President Hagman reported that in November they joined the SCAG delegation to tour the hydrogen home created by the SoCalGas [H2] Innovation. He thanked the team for setting it up and the host, Southern California Gas. He stated it was the first clean, renewable hydrogen power microgrid home. He stated this helped broaden their understanding of the role of hydrogen in achieving statewide greenhouse gas emission reduction goals. He thanked everyone who showed up. Furthermore, he reported it was that time of year where they kicked off the annual processes leading up to the General Assembly. He stated the nominating committee would soon initiate its yearly process to review interested candidates for Board of Officers. He stated interested parties should look out in the coming weeks for information on how to apply. He also stated that members interested in serving on the Bylaws and Resolution Committee and the Nominating Committee should submit their name to the Clerk no later than January 21, 2025. He stated that as they looked to continue supporting the development of high school and community college students interested in careers in local planning, he was seeking interested members to serve on this year's Scholarship Committee as well. He stated that if members were interested, to please contact the Clerk's office or Government Affairs Officer Rachel Wagner, to submit their interest by January 21. He stated they expected to announce appointments at the February 6th Regional Council meeting. Lastly, he reminded members they did not have an EAC meeting in January [2025].

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise reported he and the legislative team had been in Sacramento as it was the first day of session with new Assemblymembers and Senators being sworn in. He reported they had spent quality time with Senator Catherine Blakespeare. He explained she was leading the charge on prioritizing State funding for the LOSSAN corridor, which was an essential element of their system. He stated they also met with Assemblymember Sharon Quirk-Silva, who had been instrumental in helping SCAG with saving the REAP program in her subcommittee, and the last meeting they had was with Assemblymember Lori Wilson, Chair of the Transportation Committee. He stated they wanted to begin conversations about priorities that will favor the SCAG region. Executive Director Ajise shared he had an interesting conversation with Senator Ben Allen who was chairing the Environmental Committee in the Senate and had an interest in AB 375. He stated they expected that when they go back on a delegation trip, they would be making some more inroads with respect to what policies they want to see come out of the legislature. Furthermore, he shared it had been a busy month in preparation for the 2028 games. He stated SCAG was fortunate to receive a \$6 million grant from the [U.S. Department of Transportation] from the Safe Streets and Roads for All grant to help prepare for the 2028 Games. He reported the grant would fund a partnership between SCAG and the Los Angeles Department of Transportation to create safe street reconfigurations along the corridors on what they called the high injury network. He explained the high injury network was where they have the highest incidents of fatalities and major injuries on

their system which is why they focused a lot of their safety considerations on the high injury network. He stated the grant also allows SCAG to establish regional best practices for permanent projects in the future. He also reported SCAG hosted the first Freight Industry Forum to gather a diverse set of participants including the Games Mobility Executives partners as part of their freight travel, demand management assignment for the games. He stated they discussed logistics planning for the games and learned from what had happened both in Paris and London as part of that presentation. He stated SCAG's Freight Industry Forum would continue to advise in the preparation leading to the games, and SCAG was looking forward to continuing to dialogue and engage the industry as the region collaborates in preparation for the 28 games. He stated the next Freight Industry Forum would be early next year, and they would continue to keep [the members] apprised of those developments. Moreover, he reported that on November 17 and 18, he had attended a meeting of the executive directors known as the Big 4, the four largest MPOs in the State. He stated [the agencies were] SCAG, SANDAG, SACOG, and MTC and these agencies covered about 80% of the population. He reported they met periodically to ensure that state processes make sense because it affects a lot of people and this time, they had met to discuss their shared goals about the reform of Senate Bill 375, which was the basis for the SCS work they did in a joint response letter they sent to the California Air Resources Board. Furthermore, he stated November was busy for SCAG. He stated President Hagman talked about the visit to the hydrogen house and stated it had been a well-coordinated visit, and thanked Javiera and her team for setting that up and the Gas Company for hosting them. He also shared SCAG sponsored the CoMotion LA event in November and spoke there. He stated he was on a panel to talk about electrification of the drayage system for sustainable logistics. He shared SCAG had also participated at the WTS-LA scholarship awards for exceptional young women shaping the future of transportation. He stated they presented a scholarship to Emily Tang, that will allow her to continue her studies in mechanical engineering. He stated she was a Phd candidate, and looked forward to what she would have to offer in the future. Executive Director Ajise also reported he participated in the Intelligent Transportation Society of America's Workforce Development Community of Practice meeting and gave a presentation to a "Transportation Planning and Policy" graduate-level class at the University of California, Irvine's Institute of Transportation Studies. Lastly, he stated that at the Regional Council meeting that day, they would have a presentation on the 2024 Southern California Economic Update featuring SCAG's annual economic reporting highlighting that growth in sectors such as goods movement, healthcare, and how tourism will drive the economy in the coming year. He stated they were privileged to have Kate Gordon, the Chief Executive Officer of California Forward, to moderate a panel of economists across the six counties. He stated they would also have time for in-depth conversations on the state of the economy among Regional Council members.

There were no public comments for the CFO report, President's report, or the Executive Director's report.



ADJOURNMENT

There being no further business, President Hagman adjourned the Meeting of the Executive Administration Committee at 9:31 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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Executive / Administration Committee Attendance Report

2024-25																	Total Mtgs Attended To Date	
MEMBERS	CITY	Representing	6-Jun	27-Jun	28-Jun	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Hon. Curt Hagman, President, Chair		San Bernardino County	1	1	1	1		1		1	1						7	
Hon. Cindy Allen, 1st Vice Chair	Long Beach	District 30	1	1	1	1		0		1	0						5	
Hon. Ray Marquez, 2nd Vice Chair	Chino Hills	District 10	1	1	1	1		1		1	1						7	
Hon. Art Brown, Imm. Past President	Buena Park	District 21	1	1	1	1	D	1	D	1	1						7	
Hon. David J. Shapiro, Chair, CEHD	Calabasas	District 44	1	1	1	1		1		1	1						7	
Hon. Rocky Rhodes, Vice Chair, CEHD	Simi Valley	District 46	1	1	1	1		1		1	0						6	
Sup. Luis Plancarte, Chair, EEC		Imperial County	1	1	1	1		1		1	1						7	
Hon. Jenny Crosswhite, Vice Chair, EEC	Santa Paula	District 47	1	1	1	1	A	1	A	1	1						7	
Hon. Tim Sandoval, Chair, TC	Pomona	District 38	0	0	1	1		0		0	0						2	
Hon. Mike Judge, Vice Chair, TC		VCTC	1	0	0	1		1		1	1						5	
Hon. Patricia Lock Dawson, Chair, LCMC	Riverside	District 68	0	1	1	1		1		1	1						6	
Hon. Karen Bass, President's Appt.	Los Angeles	Member-At-Large		0	0	1		0		1	1						3	
Hon. Wendy Bucknum, President's Appt.	Mission Viejo	District 13	1	0	1	1		1		1	1						6	
Hon. Jan Harnik, President's Appt.		RCTC	1	1	1	1		1		1	1						7	
Hon. Larry McCallon, President's Appt.		Air District Representative		1	1	1	K	1	K	1	1						6	
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corporation	Tribal Government Regional Planning Board	0	1	1	1		1		0	1						5	
Ms. Lucy Dunn, Ex-Officio Member	Lucy Dunn Strategic Issues Mar	Business Representative	0	1	1	1		1		1	0						5	
			11	13	15	17	0	14	0	15	13	0	0	0	0	0	0	98

Attachment: EAC Attendance Sheet 2024-25 (Minutes of the Meeting - December 5, 2024)



**AGENDA ITEM 3
REPORT**

Southern California Association of Governments
February 6, 2025

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: AB 226 (Calderon & Alvarez) - California FAIR Plan Association

RECOMMENDED ACTION:

The Legislative/Communications and Membership Committee (LCMC) recommends a support position for Assembly Bill (AB) 226 (Calderon & Alvarez).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Assembly Bill (AB) 226 by Assemblymembers Lisa Calderon (D-Whittier) and David Alvarez (D-San Diego) would authorize the California FAIR Plan Association, with approval from the Insurance Commissioner, to request the California Infrastructure and Economic Development Bank (IBank) to issue catastrophe bonds and help finance the costs of insurance claims, increasing claims-paying capacity of the FAIR Plan. At its January 21, 2025, meeting, members of the Legislative/Communications and Membership Committee (LCMC) received a report on the bill. After discussion and deliberation, the LCMC voted to forward a recommendation to the Regional Council (RC) to adopt a "support" position on AB 226 (Calderon and Alvarez).

BACKGROUND:

At the January 2025 LCMC meeting, staff presented AB 226 (Calderon and Alvarez) with a recommendation that the Committee forward a "support" position on the bill to the Regional Council.

Bill: AB 226 **Author:** Assemblymembers Lisa Calderon (D-Whittier) and David Alvarez (D-San Diego)

Title: California FAIR Plan Association

Status: From printer 1/10/25. May be heard in committee February 9.

Link: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260AB226

Recommendation: Support

Background

California FAIR Plan

The California Fair Access to Insurance Requirements (FAIR) Plan Association is an association of all insurance companies licensed by the California Department of Insurance. It exists to provide basic property and casualty insurance in the state as a last resort when individuals are unable to access coverage through the standard insurance market. Created in 1968 following urban riots that made it difficult for commercial property owners in “high-risk” areas to secure insurance coverage, most notably the Watts Riots in Los Angeles, the Plan is not a state agency, nor a public entity, and as such there are no public or taxpayer funds involved.

Since its inception, the FAIR Plan has grown beyond its original intent. While enacted to cover urban commercial property, it was subsequently expanded to provide residential coverage in designated brush fire regions of the state, and finally, expanded once more to cover the entire state following the Northridge earthquake in 1994.

As insurers have increasingly declined to provide new coverage or renew existing policies, more Californians have turned to the FAIR Plan for basic property coverage. As of September 2024, the FAIR Plan’s total exposure is \$458 billion, reflecting a 61.3% increase since September 2023, as a result of a 41% increase in total number of FAIR Plan policies. Concurrently, the cap for total coverage has grown as well. Today, FAIR Plan policies are capped at \$3.3 million for residential properties and \$20 million per structure for commercial properties. These numbers are beyond what the FAIR Plan was created to handle, putting its ability to pay claims at risk.

Under the existing structure, were there to be a catastrophic event in an area where the FAIR Plan is heavily concentrated and the Plan had insufficient funds to pay claims, it would then have the ability, with permission from the Insurance Commissioner, to assess the admitted market, which acts as a financial backstop to the FAIR Plan in case of an emergency. As previously mentioned, the FAIR Plan’s total exposure has grown to \$458 billion as of September 2024. In a hearing before the Assembly Insurance Committee held on Wednesday, March 13, 2024, FAIR Plan President Victoria Roach testified that the Plan had a \$200 million surplus and \$2.5 billion in reinsurance (a type of insurance for insurers) at its disposal to pay claims after a catastrophic wildfire. To put this amount into perspective, she warned that the program could potentially face \$6 billion in claims if the state experienced a wildfire as damaging as the 2018 Camp Fire, which destroyed 18,000 buildings. To meet that gap, the FAIR Plan would have to conduct an assessment on its members, which would only exacerbate the challenges being faced by the private insurance industry.

California Infrastructure and Economic Development Bank (IBank)

Per its website, IBank “was created in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities. IBank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds.”

Governor Newsom Executive Order (EO) N-13-23

On September 21, 2023, Governor Newsom issued an Executive Order directing the Insurance Commissioner to “maintain the solvency of the FAIR Plan to protect its policyholders and promote long-term resiliency in the face of climate change, including by identifying mechanisms to reduce its share of the overall market in underserved areas and move its customers into the admitted insurance market.”

Analysis

AB 226, sponsored by the California Building Industry Association, authorizes the FAIR Plan to request the IBank to issue bonds if the FAIR Plan faces liquidity challenges in the event of a major catastrophe such as a wildfire. At a press conference held on Thursday, January 9, 2025 Assembly Speaker Robert Rivas noted the legislation would help alleviate uncertainty around the FAIR Plan’s ability to pay back claims in light of the ongoing wildfires in Southern California, marking this specific bill as the first of many steps the Assembly will be taking this legislative session.

AB 226 is a reintroduction of AB 2996 (Alvarez, 2024), an identical bill that failed to pass the Senate last year. The following entities had adopted a “support” position for AB 2996 as of August 23, 2024:

- California Building Industry Association (source)
- Abundant Housing LA
- Apartment Association of Greater Los Angeles
- Bay Area Council
- Boma California
- California Apartment Association
- California Association of Community Managers
- California Association of REALTORS
- California Association of Winegrape Growers
- California Bankers Association
- California Business Properties Association
- California Business Roundtable

- California Chamber of Commerce
- California Farm Bureau Federation
- California Mortgage Bankers Association
- Community Associations Institute – California Legislation Action Committee
- Habitat for Humanity California
- Housing Action Coalition
- Housing Trust Silicon Valley
- Independent Insurance Agents & Brokers of California, INC.
- Institute of Real Estate Management (IREM)
- NAIOP of California, the Commercial Real Estate Development Association
- NFIB
- Orange County Business Council
- Southern California Leadership Council
- Spur
- The Two Hundred
- Yimby Action

Further, Resolution No. 24-668-5, included as an attachment in this report, was passed, approved, and adopted by SCAG on November 7, 2024. The resolution requests the California Insurance Commissioner, State Legislature, and Governor take emergency action to strengthen and stabilize California’s marketplace for residential and commercial property insurance, recognizing, among other findings, that the “collapsing admitted-provider market has caused steadily increasing enrollment in the FAIR Plan over the past five years, threatening the ongoing stability of the plan, putting even this safety net at dire risk,” and asking that, in their actions, they consider maintaining “the solvency of the FAIR Plan to protect its policyholders and promote long-term resiliency in the face of extreme weather events...”

Recommendation

AB 226 (Calderon and Alvarez) was brought to SCAG staff’s attention by SCAG’s advocate in Sacramento, Cruz Strategies, and SCAG’s Business Ex-Officio Member on the Regional Council, Lucy Dunn, shortly following its introduction. Upon conducting an analysis, SCAG staff brought the bill to the LCMC at their meeting on January 21, 2025, with a recommendation for “support.” Following deliberations, the LCMC voted to forward a “support” recommendation to the Regional Council (RC).

FISCAL IMPACT:

Work associated with the staff report on AB 226 (Calderon and Alvarez) – California FAIR Plan Association is contained in the Indirect Cost budget, Legislation 810-0120.10.



ATTACHMENT(S):

1. Resolution No. 24-668-5 Residential and Commercial Property Insurance
2. AB 226 (Calderon and Alvarez) Coalition Letter_01.15.25



RESOLUTION NO. 24-668-5

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

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

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County of Imperial

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Tim Sandoval, Pomona

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

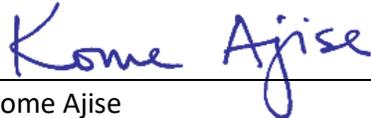
- d. Maintain the long-term availability of residential and commercial property insurance coverage.
- e. Maintain the solvency of the FAIR Plan to protect its policyholders and promote long-term resiliency in the face of extreme weather events, including by identifying mechanisms to reduce its share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

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



Curt Hagman
President, SCAG
County of San Bernardino

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Jeffery Elder
Chief Counsel



January 15, 2025

Honorable Lisa Calderon, Chair
 Assembly Insurance Committee
 1020 N Street, Room 369
 Sacramento, CA 95814

RE: AB 226 (Calderon and Alvarez) California FAIR Plan Association – SPONSOR/SUPPORT

Dear Chair Calderon:

We, the undersigned, are business consumers that are currently facing real challenges in finding affordable and available commercial and residential insurance to provide insurance coverage for our business operations in California. This problem is growing in magnitude daily and is adding substantial increases in costs to our business operations that are being directly born by us and our customers. In some cases, the increase in costs is so prohibitive, we may need to cease our business operations altogether until this insurance crisis issue is more fully addressed.

AB 226 (Calderon and Alvarez), as introduced, is a positive first step in addressing the current crisis we are facing as consumers in California in securing more affordable insurance for our business operations. AB 226 will ensure that the Fair Access to Insurance Requirement Plan (FAIR Plan) has additional tools to ensure it has a greater claim paying capacity and is more resilient as a result of the major catastrophic events that are occurring in Southern California and will assist the admitted insurance market in hopefully returning to normal, and competition and consumer choices are once again made available.

AB 226 authorizes the FAIR Plan to secure bond funds from the California Infrastructure and Economic Development Bank (IBank). These bonds can provide an immediate cash infusion into the FAIR Plan to ensure that smaller admitted insurers do not have to immediately pay assessments to the FAIR Plan and go bankrupt to backfill the FAIR Plan; and larger insurers deplete their surplus to pay for the post-disaster FAIR Plan assessments. **AB 226 is labeled “fiscal” only because if bonds are issued it will result in additional revenues being deposited into the California Infrastructure and Economic Development Bank Fund, but there are no General Fund costs to implement this measure.**

Without AB 226, under current California law, there is no mechanism for insurers to immediately address these assessments, and their only option to reduce exposure is to non-renew existing policies (Some insurers

Attachment: AB 226 (Calderon and Alvarez) Coalition Letter_01.15.25 (AB 226 (Calderon & Alvarez) - California FAIR Plan Association)

have already started non-renewing policies due, in part, to the FAIR Plan exposure.). To ensure financial stability of the FAIR Plan, AB 226 would authorize the FAIR Plan to request IBank issue bonds and levy special bond payment assessments upon member insurers (not consumers). This will allow for a more gradual repayment process of the IBank loan over a period of time (normally 10 years). Under current law, insurers must pay FAIR Plan assessments within 30 days.

For the California Building Industry Association, the insurance crisis is putting thousands of new condominium units on hold from being constructed throughout the state of California until a more affordable and practical commercial insurance market can be created. Condominium homes are the most affordable and attainable first-time home buyer product in California.

For the California Association of REALTORS®, the FAIR plan remains a vital piece of California’s insurance market, and its continued viability is crucial to the ability of California’s homeowners to protect their most valued asset: their homes.

California Farm Bureau members work and live in regions of the state often directly impacted by the wildfire risks, driving insurers out of the state and driving their members into the FAIR Plan. Without belaboring the irony that farms and ranches provide natural mitigation to these very risks, the reality is that the lack of access to affordable, comprehensive insurance will force farms out of production.

Independent agents and brokers have been severely harmed by the continuing crisis of availability in property insurance. They are struggling financially, and emotionally, because they can’t procure suitable insurance coverage to help their policyholders and neighbors adequately protect their homes and businesses.

Because the FAIR Plan is growing at an alarming and unsustainable rate, AB 226 has an urgency clause to ensure that it can immediately assist with addressing the horrific fires that have occurred in Southern California, which could impair the FAIR Plan and then cascade down to the entire homeowners and commercial insurance market. This would have a crushing impact on the entire insurance market and California’s insurance consumers.

Sincerely,

- Dan C. Dunmoyer, President and CEO, California Building Industry Association
- Sanjay Wagle, Sr. Vice President of Government Affairs & Chief Lobbyist, California Association of REALTORS®
- Debra Carlton, Executive Vice President of State Government Affairs, California Apartment Association
- Tom Freeley, President & CEO, California Association of Community Managers
- Jill Epstein, CEO, Independent Insurance Agents and Brokers of California
- Michael Miiller, Director of Government Relations, California Association of Winegrape Growers
- Peter Ansel, Senior Policy Advocate, California Farm Bureau Federation
- Indira McDonald, KP Public Affairs, on behalf of California Mortgage Bankers Association
- Matthew Hargrove, President & Chief Executive Officer, California Business Properties Association, and BOMA California, NAIOP California, IREM California
- Jeff Ball, President/Chief Executive Officer, Orange County Business Council
- Mike Roos, President, Southern California Leadership Council
- Sara Catalán, Executive Director, Orange County Taxpayers Association

- cc Assembly Member David Alvarez
- Members, Assembly Insurance Committee
- Josephine Figueroa, Deputy Commissioner and Legislative Director
- Kathleen O’Malley, Chief Consultant, Assembly Insurance Committee
- Bill Lewis, Consultant, Assembly Republican Caucus



**AGENDA ITEM 4
REPORT**

Southern California Association of Governments
February 6, 2025

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: 2025-26 State Legislative Platform Update

RECOMMENDED ACTION:

Approve.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

After the November 2025 General Elections, the State Legislature reconvened on January 6, 2025. Since the new Legislative Session has officially started with a plethora of new Senators and Assemblymembers, the Legislative/Communications and Membership Committee (LCMC) recommends a comprehensive update to SCAG's adopted 2024 State Legislative Platform. While the State and Federal Platforms have typically been presented together for adoption in the past, the LCMC approved the State Platform as a standalone item, as the Federal Platform requires further development due to the plethora of issues at the federal level. Thus, the Federal Platform will be included on the agenda of a future Regional Council (RC) meeting.

The LCMC unanimously approved the 2025-26 State Legislative Platform on January 21, 2025. The new Platform contains various updates to the adopted 2024 State Platform to remove redundancies and improve conciseness and be consistent with the Agency's work on Connect SoCal, newly implemented laws, and other changes to the landscape under which SCAG operates. These recommendations include modifications recommended by the SCAG Planning Department staff.

The draft Platform is now being presented to the Executive/Administration Committee (EAC) and RC for review and final adoption at their February 2025 meetings. If approved by the RC, staff will immediately work to advance these priorities in 2025.

BACKGROUND:

With the first half of the two-year 2025-2026 California Legislative Session having kicked off on January 6, 2025, staff recommends a wholesale comprehensive update to the adopted 2024 State Legislative Platform. While in the past, the State and Federal Platforms were submitted for approval concurrently, this year, additional time is needed for the Federal Platform to ensure that our federal priorities adequately capture SCAG's needs while aligning with the priorities of the new Presidential Administration, as well as of the plethora of new members of our Southern California Congressional Delegation. Further, the federal government is gearing up to pass a new Surface Transportation Reauthorization bill to update the funding and policy framework for surface transportation programs. Thus, staff is working to finish developing the Agency's federal priorities and anticipates bringing the 2025-26 Federal Platform for approval at the February LCMC and final adoption at the March RC.

As part of this update, Legislation Department staff conducted an internal review to make the platform much more concise by removing redundant priorities while combining or broadening priorities that already captured the Agency's priorities for that issue area. Staff also sought to make the platform more durable, and we are now recommending that the LCMC and RC adopt this new platform to be in effect in 2025 and 2026. After conducting an internal review, the Legislation Department reached out to all SCAG planning departments to identify improvements and updates to the platform in response to new and emerging issues.

In addition to internal review from SCAG staff, the Legislation Department presented the platform to various stakeholders, including at the meeting of the Sub-Regional Executive Directors in the SCAG region and the Southern California Legislative Roundtable, with legislative staff from the County Transportation Commission. Additionally, SCAG collaborated with legislative staff from stakeholders in or representing Southern California, such as the Ontario and Santa Ana airports, the California Transit Association, and Coalition for America's Gateways and Trade Corridors, among others.

After gathering and compiling feedback from internal and external groups, staff presented the 2025-26 State Legislative Platform Update to the January LCMC with the recommendation to approve it. The LCMC unanimously approved the item, so now the EAC and RC may choose to adopt the platform at their February 2025 meeting.

The proposed changes are summarized below.

2025-26 STATE LEGISLATIVE PLATFORM UPDATES

The most prominent changes are to the visual presentation of the platform. The platform represents an initial attempt to align the Legislative Platform with Connect SoCal explicitly. While the priorities in the Legislative Platforms typically do already align with Connect SoCal, the sub-headers (e.g., Active Transportation, Project Streamlining, Building Resilience) have been

reorganized to demonstrate which of the four Connect SoCal Pillars (Mobility, Communities, Environment, and Economy) that they fall under. Thus, many sub-headers are now in new spots in the platform under their respective pillars.

Mobility

The Active Transportation section calls for supporting legislation that increases funding for Active Transportation and facilitates the development of Complete Streets, which aims to provide a safe multi-modal network.

The Congestion Reduction section expresses support for dedicated funding for transportation demand management (TDM), especially as it relates to preparing for major events, such as the World Cup and the 2028 Olympics. This section also expresses support for specific and innovative TDM strategies, such as cordon pricing systems.

The Transit & Rail section expresses support for flexible transit funding for projects, operations, and maintenance, as well as funding to be allocated for transit-oriented communities, mixed land uses, and green streets strategies. Further, it expresses support for Mobility as a Service, funding to improve transit operations and reliability, safety, and coordinated transportation and land use planning.

The Transportation Funding section expresses the need to protect Senate Bill 1 revenues from being used for purposes other than transportation and minimize restrictions on funding sources. It also expresses support for regional equity considerations for transportation funding and greater efficiencies related to the Transportation Development Act.

The Transportation Safety section expresses support for tools and funding for Vision Zero and increased coordination between all levels of government to advance safer roadways while reducing greenhouse gas emissions.

Communities

The Affordable Housing & Housing Production section expresses support for new incentives, tools, and funding for housing programs, including the Regional Early Action Planning program and the restoration of tax increment financing. It also supports coordination and flexibility with the Department of Housing and Community Development to realize shared housing goals, including fairness and transparency in the Regional Housing Needs Assessment process.

The Project Streamlining section expresses support for the California Environmental Quality Act streamlining and reforming Senate Bill 743's vehicle miles traveled analysis provisions.

The Racial Justice section maintains a provision from the last platform expressing support for legislation that reverses the effects of inequitable policies, programs, and practices, including support for the Reconnecting Communities Program.

Environment

The Building Resilience section expresses support for extending the state's landmark Cap-and-Trade program, a key funding source to implement SCAG's Sustainable Communities Strategy, as well as equitable allocation of Cap-and-Trade funding for the SCAG region through the Greenhouse Gas Reduction Fund. It also expresses support for reforming SB 375 (Steinberg, 2008), funding for carbon sequestration, sustainable and equitable land use and development, and climate vulnerability assessments. Also, this section now includes support for funding for local governments to help communities recover from wildfires and other natural disasters.

The Water section expresses support for an "all of the above" approach to the State's drought and water shortage emergency, as well as legislation that facilitates building, maintaining, and operating water infrastructure. This section also supports funding to increase water affordability, flexibility for state resources to support integrated planning for water resources, and nature-based solutions for addressing water issues.

Economy

The Broadband Access section supports legislative efforts prioritizing funding for broadband planning and infrastructure, particularly for low-income and rural communities.

The Economic Development section expresses support for identifying funding sources for economic, education, and workforce development. It also expresses support for the establishment of a California State University Campus in the Coachella Valley and a University of California (UC) hospital related to the UC Riverside School of Medicine.

The Freight and Goods Movement section expresses support for increased Trade Corridors Enhancement Program (TCEP) funding and opposition to efforts to reprioritize funding for non-freight-related purposes. It also expresses support for creating programs to improve freight mobility, establish public-private partnerships, and increase goods movement efficiency.

The Technology & Data section expresses support for funding that supports electric and alternative vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure while considering a life-cycle approach. It also expresses support for funding Smart Cities, including emerging technology, coordinated data collection and sharing, more efficient usage of water and energy resources, and safer roadways.

Miscellaneous

The Government Efficiency section maintains support for modernizing and reforming the Brown Act.

Prior Committee Action

Staff included the draft 2025-26 State Legislative Platform as an action item on January 21, 2025, and provided a presentation. After hearing the presentation, members of the LCMC provided brief feedback regarding the priority related to establishing a California State University (CSU) in the Coachella Valley and a University of California (UC) hospital linked to the UC Riverside School of Medicine. The Committee voted unanimously to forward the 2025-26 State Platform for the EAC and RC with a recommendation to approve. Staff included minor updates to the 2025-26 State Platform to address feedback from the LCMC.

FISCAL IMPACT:

Work associated with the 2025-26 State Legislative Platform staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2025-2026 State Legislative Platform



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

2025-26 STATE LEGISLATIVE PLATFORM

SCAG’s Legislative Program

SCAG maintains a State and Federal Legislative Program, which includes the Regional Council’s positions on policies and legislative initiatives related to SCAG’s core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—and that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG’s legislative efforts are the product of a committee process whereby the agency’s Legislative/Communications and Membership Committee, comprising elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council concerning state and federal legislation affecting the SCAG region.

The following state legislative principles for 2025-26 encompass SCAG’s broad, policy-oriented objectives, which build upon long-standing, Regional Council-adopted policies.

Policy Statement

SCAG works in partnership with the state on locally tailored solutions to address issues of regional and statewide concern.

Because of the SCAG region’s rich diversity, one size rarely fits all. With more than 150 city councilmembers, mayors, and county supervisors serving on SCAG’s Regional Council and policy committees, the nearly 19 million people of the SCAG region deserve to be represented at the local level with the best solutions to pressing public policy issues made in collaboration with the elected officials closest to the people.

SCAG supports legislative efforts that provide funding, resources, and tools that help our region’s 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that address specific needs and meet statewide policy goals. We support efforts that leverage local knowledge from lived experiences.

The guiding ethos of the principles that follow reflect SCAG’s belief that local levels of governments need additional tools and resources to achieve the positive outcomes associated with the policy goals the region shares with the state. These principles also support and reinforce the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy, which the SCAG Regional Council unanimously adopted in April 2024. Connect SoCal 2024 identifies policy priorities and implementation strategies to further our goals within the four pillars of Mobility, Communities, Environment, and Economy.

Attachment: 2025-2026 State Legislative Platform (2025-26 State Legislative Platform Update)

Mobility

ACTIVE TRANSPORTATION

1. Support legislation that increases funding for the state's Active Transportation Program to provide resources needed to implement the active transportation strategies in Connect SoCal.
2. Support legislation that facilitates development of complete streets, safe multi-use public rights-of-way, and street networks for people of all ages and abilities using a variety of modes (e.g., walking, biking, rolling, driving, taking transit).

CONGESTION REDUCTION

3. Support new sources of dedicated funding for transportation demand management programs and strategies at the regional, county, and local levels, especially to help regions prepare for major events, such as the 2026 World Cup and the 2028 Summer Olympic and Paralympic Games.
4. Support local pilot programs and funding mechanisms that employ innovative transportation strategies, such as congestion or cordon pricing systems, to reduce congestion and improve mobility while promoting equity.

TRANSIT & RAIL

5. Support legislative efforts that allow transit operators more flexibility in using funding transit projects, operations, and maintenance.
6. Support legislation that implements mobility hubs and mobility as a service to enable more seamless mobility.
7. Support legislation that advances public transit frequency, reliability, and fare and scheduling integration across operators. This may include legislation that supports the extension of public transit projects—such as new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes, and transit signal priority treatments.
8. Support legislation that improves safety and security for transit riders and operators.
9. Support legislation that advances coordinated transportation and land use planning, such as residential development along high-frequency transit corridors and around public transit facilities and centers.
10. Support efforts that fund transit-oriented communities, mixed-use development, green streets strategies to reduce extreme heat and emissions exposure, and safe streets to allow people of all ages and abilities to maximize opportunities for active lifestyles, access essential services, and use transit or non-motorized transportation options.

TRANSPORTATION FUNDING

11. Protect all existing and new transportation funding sources, especially Senate Bill 1 (Beall, 2017) revenues, from borrowing and use for any purpose other than transportation and minimize restrictions on funding sources so regional agencies can address local needs while achieving state and federal goals.

12. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based on population, opportunity, and other quantifiable measures corresponding with the funding source.
13. Support the development of greater efficiencies for the California Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

TRANSPORTATION SAFETY

14. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's overarching safety goals (Vision Zero and Toward Zero Deaths) and targets, especially for communities most impacted by high concentrations of serious and fatal crashes.
15. Work with local, state, and federal partners to advance safer roadways, including reduced speeds, to achieve zero deaths and reduce greenhouse gas emissions.

Communities

AFFORDABLE HOUSING & HOUSING PRODUCTION

1. Support legislation that would provide new incentives, tools, and ongoing funding and expand housing programs that fund construction and development of housing and housing-supportive infrastructure, such as the Infill Infrastructure and Regional Early Action Planning grant programs, consistent with Connect SoCal 2024's growth patterns, while preserving local authority to address housing production, affordability, and homelessness challenges.
2. Support restoration and expansion of tax increment tools to build affordable housing stock, support community and economic development, improve public transit, adapt to a changing climate, and reduce greenhouse gas emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
3. Support legislation that would increase coordination and flexibility between the California Department of Housing and Community Development and local jurisdictions to realize shared housing production goals, particularly for the development and implementation of local housing elements as well as advancing fairness and transparency of the Regional Housing Needs Assessment (RHNA) program.
4. Advocate for specific opportunities that allow cities and counties to equitably and collaboratively share or trade RHNA allocations as a tool to facilitate effective planning for, and development of, housing.
5. Support legislative efforts that provide funding to build transit-oriented communities and resilient development, as well as mixed land uses and green streets strategies consistent with Connect SoCal 2024, to accelerate housing production while reducing emissions and promoting safe streets for all transportation modes.
6. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

PROJECT STREAMLINING

7. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline project development and delivery, especially for transportation, transit-oriented, infill, and housing projects.
8. Support efforts to improve the implementation of Senate Bill 743's (Steinberg, 2013) vehicle miles traveled (VMT) analysis provisions, including a) more comprehensive CEQA guidance for quantifying VMT mitigation measures, b) determining whether a specific mitigation action independently serves to decrease VMT (i.e., additionality), c) assessing (and accounting for) any unintended consequences on housing development, d) implementing regionally-based VMT mitigation mechanisms, and e) establishing project-specific design considerations to reduce VMT within the context of the state's unique and diverse landscapes.

RACIAL JUSTICE

9. Recognizing that systemic racism continues to create barriers to success for people of color, support legislative efforts and programs, such as the Reconnecting Communities Program, which reverse the effects of inequitable policies, processes, programs, and practices and empower communities disproportionately impacted by climate change to address the legacy and impact of past planning decisions in the region.

Environment

BUILDING RESILIENCE

1. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.
2. Support the extension of California's landmark cap-and-trade program, a key element of state and regional efforts to reduce GHGs by providing funding to implement Connect SoCal 2024.
3. Support legislation that would implement improvements to Senate Bill 375 (Steinberg, 2008) to focus on achievable actions that will reduce greenhouse gas emissions and greater consistency between regional and state GHG reduction strategies and the Regional Housing Needs Assessment process.
4. Support new funding sources for implementation and demonstration projects that increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands.
5. Support funding opportunities that foster sustainable and equitable land use and development across the SCAG region—including local and regional climate adaptation, mitigation, and resilience initiatives.
6. Support legislation to fund climate vulnerability assessments for infrastructure planning and delivery for implementing agencies.
7. Support legislation and funding that provide resources for local governments to assist displaced residents and help communities recover from wildfires, earthquakes, and other natural disasters.

WATER

8. Support an “all of the above” approach to the state’s drought and water shortage emergency, including: a) improving water efficiency and reuse, b) enhancing water systems’ health and resilience, c) developing new water supply and storage, and d) supporting investments in water infrastructure, efficiency, and conservation practices that support the region’s economic and population growth and foster planning for the region’s housing needs identified in Connect SoCal 2024.
9. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region’s aging water infrastructure that can serve the Southern California region’s needs and ensure effectiveness, efficiency, and resiliency of the region’s water systems.
10. Support programs and state and federal investments that increase water affordability for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based on population, opportunity, and other quantifiable measures.
11. Support additional flexibility in the use of state resources to support integrated planning and technical assistance from metropolitan planning organizations for water resources and associated infrastructure, transportation, land use, energy, stormwater, and air quality.
12. Support legislation that increases funding for nature-based solutions, which would provide the resources necessary to implement climate resilience and natural and agricultural land preservation strategies in Connect SoCal 2024.

Economy

BROADBAND ACCESS

1. Support legislative efforts to prioritize additional funding and resources and support broadband infrastructure, particularly in low-income and rural areas, to bridge the digital divide and integrate broadband, land use, and transportation planning to support intelligent transportation systems.

ECONOMIC DEVELOPMENT

2. Identify new and ongoing funding sources for economic, educational, and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, entrepreneurship.
3. Support the establishment of a new California State University campus in the City of Palm Desert (Coachella Valley) and University of California (UC) hospital related to the UC Riverside School of Medicine to improve health outcomes and increase educational and economic opportunities in the SCAG region.

FREIGHT & GOODS MOVEMENT

4. Recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California, support increased funding to the Trade Corridors Enhancement Program (TCEP) and oppose efforts to reprioritize funding for

non-freight related purposes to ensure the region can preserve and maintain key regional goods movement corridors.

5. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (e.g., e-commerce).
6. Preserve the legislative intent of TCEP to support freight movement, not mitigate passenger vehicle miles traveled (VMT).

TECHNOLOGY & DATA

7. Support legislation and funding that enables electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging and refueling infrastructure, as well as new technologies and innovations in the state transportation system that improve accessibility, efficiency, safety, and capacity while reducing environmental impacts and mitigating the impact to the power grid.
8. Support funding for smart cities, including pilot projects to implement smart cities at the local level, emerging technology, and coordinated data collection and sharing to reduce greenhouse gas and VMT impacts, utilize water and energy resources more efficiently, and create safer roadways and highways.
9. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. Support policies and plans for electric vehicles that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal.

Miscellaneous

GOVERNMENT EFFICIENCY

1. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings through virtual format as well as omit the time-consuming "Roll Call" process while maintaining the existing practice of recording and publishing votes for public review.



**AGENDA ITEM 5
REPORT**

Southern California Association of Governments
February 6, 2025

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 \$60,000 for memberships with 1) the Southern California Leadership Council (\$20,000), 2) Mobility 21 (\$25,000), and 3) Eno Center for Transportation (up to \$15,000).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At its January 21, 2025, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$60,000 for memberships with 1) the Southern California Leadership Council (\$20,000), 2) Mobility 21 (\$25,000), and 3) Eno Center for Transportation (up to \$15,000).

BACKGROUND:

Item 1: Southern California Leadership Council (SCLC)

Type: Membership **Amount:** \$20,000

Established in 2005, The Southern California Leadership Council is comprised of business and community leaders from throughout the seven counties of Southern California, including three former California Governors. The SCLC is currently partnered with many business organizations in the SCAG region, including the LA County BizFed, Inland Empire Economic Partnership, LA Area Chamber of Commerce, Orange County Business Council, and the Ventura County Economic Development Association, among others. The SCLC's work and strategic partnerships focus on shaping and solving public policy issues such as business vitality, resources (energy, water, and environment), and transportation (goods and people) that are critical to SCAG and the region's economic vitality and quality of life. The SCLC also co-hosted (with SCAG) the 9th and 10th annual Southern California Economic Summits. SCAG Executive Director Kome Ajise serves on the SCLC Board, and SCAG Board officers and executive leadership regularly attend and participate in SCLC meetings and other activities.

Item 2: Mobility 21
Type: Membership **Amount:** \$25,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California’s transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation initiatives.

SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG’s Executive Director, is a member of the coalition’s board of directors, which includes representation from various other SCAG stakeholders and agencies.

Mobility21 hosts an annual conference, which SCAG usually sponsors, and this year’s 2025 Mobility 21 Southern California Transportation Summit will be held on Friday, September 12, 2025, at the Disneyland Hotel in Anaheim, California. Last year’s Summit, which SCAG attended, focused on the ‘authors of innovation’ in transportation.

Item 3: Eno Center for Transportation
Type: Membership **Amount:** Up to \$15,000

The Eno Center for Transportation’s mission is to continuously improve transportation and its public and public-private leadership to increase the system’s mobility, safety, and sustainability. Eno works across all modes of transportation with the mission of cultivating creative and visionary leadership for the sector. They pursue this mission by supporting activities in their Center for Transportation Policy (CTP) and Center for Transportation Leadership (CTL).

Eno Transportation Weekly (ETW), a weekly roundup of transportation and infrastructure-related news and analyses, provides valuable information to SCAG staff on policy and legislation making its way through Washington D.C. ETW’s thorough and high-quality analyses cover different topics, including transportation reauthorization bills, competitive grant programs, proposed budgets for federal departments, and discussion of new and emerging technologies in the transportation sector.

SCAG staff recommends that the agency maintain membership at the “Enhance” (previously the “Gold”) level. This membership level costs \$15,000. However, in the past, SCAG had received a discount as a government agency, thus bringing the amount down to \$10,000. Staff is waiting on clarification from Eno on whether the “Gold” level membership and \$5,000 discount are still available for public agencies. Thus, we recommend that the LCMC approve “up to \$15,000” so that Eno’s staff can clarify the membership level costs once they return from leave.

This membership provides the agency with the following benefits:

- 15 subscriptions to ETW;
- Opportunity to participate in an Eno research initiative, such as working groups that support research on current issues in transportation policy; and
- Choice of any one optional sponsorship opportunity.

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to \$60,000 for memberships with 1) the Southern California Leadership Council (\$20,000), 2) Mobility 21 (\$25,000), and 3) Eno Center for Transportation (up to \$15,000) to the LCMC at its meeting on January 21, 2025. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$15,000 to retain our membership with the Eno Center for Transportation is included in the approved FY 25 Indirect Cost Budget. \$45,000 to renew our memberships with the SCLC and Mobility21 is included in the FY 25 General Fund budget.



AGENDA ITEM 6 REPORT

Southern California Association of Governments
February 6, 2025

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

BACKGROUND:

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

Vendor	Description	Amount
Intelligent Transportation Society	Membership Dues	\$5,000
Charitable Ventures of Orange County	SCP Program Evaluator – Santa Ana	\$6,000
City Fare, Inc.	Catering for Nov Regional Council Meeting	\$7,159
Coalition for Americas Gateway & Trade Corridors	Membership Dues	\$7,500
Paramount Technologies Inc.	WorkPlace Software Renewal	\$12,340
CALCOG	Leadership Academy Tuition for SCAG Staff	\$14,000

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

Consultant/Contract No.	Description	Amount



Nelson\Nygaard Consulting Associates, Inc. 24-051-C01	The consultant shall provide services for the City of Los Angeles Department of Transportation "Reconnecting MacArthur Park" project in partnership with Central City Neighborhood Partners, a local community-based organization.	\$359,987
Digital Scepter Corporation. 25-016-C01	The vendor shall provide for the purchase of email protection and security software provided by Proofpoint, Inc.	\$72,462
Dell Marketing 25-024-C01	The vendor shall provide for the purchase of Dell Latitude 7450 BTX laptops.	\$51,234

SCAG executed the following contract amendment for less than \$150,000 and 30% of the original contract value:

Consultant/Contract No.	Description	Amount
Estolano Advisors 24-014-C01, Amendment 1	The consultant will continue to conduct engagement with stakeholders in the water management space, identify current and emerging issues in the water sector, and provide insights on SCAG's potential role in promoting water resilience in Southern California.	\$53,810

ATTACHMENT(S):

1. Contract Summary 24-051-C01 (Info Item)
2. Contract Summary 25-016-C01 (Info Item)
3. Contract Summary 25-024-C01 (Info Item)
4. Contract Summary 24-014-C01 (Info Item) A01

CONSULTANT CONTRACT NO. 24-051-C01

Recommended Consultant:	Nelson\Nygaard Consulting Associates, Inc.										
Background & Scope of Work:	The consultant shall provide services for a Sustainable Transportation Planning Grant funded by Caltrans for the City of Los Angeles Department of Transportation (LADOT) for the project, “Reconnecting MacArthur Park,” in partnership with Central City Neighborhood Partners (CCNP), a local community-based organization. Specifically, the consultant shall explore the potential permanent closure of Wilshire Boulevard to vehicle travel between the north leg of Carondelet Street and Alvarado Street in the City of Los Angeles. The project shall include a transportation analysis, community visioning, engagement, and planning process. The outcome of this project will be a Final Plan to Reconnect MacArthur Park, including an overview of engagement efforts, an analysis of existing conditions, a review of project alternatives, a diversion analysis, and a LADOT Transportation Assessment.										
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Collecting baseline performance metrics of existing travel patterns and behavior in the project area while making recommendations to advance multi-modal transportation; • Analyzing several alternative configurations of closing Wilshire Boulevard to vehicle travel and assess multi-modal impacts to transportation networks including transit, bicycle, and pedestrian networks; • Initiating a holistic community visioning process to reconnect MacArthur Park as a transit-rich, high-quality urban green and public space; and • Planning for greenhouse gas reducing measures and new infrastructure that reduces vehicle-miles traveled (VMT). 										
Strategic Plan:	This item supports SCAG’s Strategic Plan Priority #1: Establish and implement a regional vision for a sustainable future.										
Contract Amount:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td> <td align="right">\$359,987</td> </tr> <tr> <td>Nelson\Nygaard (prime consultant)</td> <td align="right">\$178,419</td> </tr> <tr> <td>Kounkuey Design Initiative (subconsultant)</td> <td align="right">\$96,225</td> </tr> <tr> <td>KOA Corporation (subconsultant)</td> <td align="right">\$77,943</td> </tr> <tr> <td>Leslie Scott Consulting (subconsultant)</td> <td align="right">\$7,400</td> </tr> </table> <p>Note: Nelson\Nygaard originally proposed \$369,933, but staff negotiated the price down to \$359,987 without reducing the scope of work.</p>	Total not to exceed	\$359,987	Nelson\Nygaard (prime consultant)	\$178,419	Kounkuey Design Initiative (subconsultant)	\$96,225	KOA Corporation (subconsultant)	\$77,943	Leslie Scott Consulting (subconsultant)	\$7,400
Total not to exceed	\$359,987										
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KOA Corporation (subconsultant)	\$77,943										
Leslie Scott Consulting (subconsultant)	\$7,400										
Contract Period:	December 19, 2024 through February 28, 2026										
Project Number(s):	275-4823UC.08 \$318,696.50 275-4823E.08 \$41,490.50 Funding source(s): SB 1 Sustainable Communities (SC) Formula and Transportation Development Act (TDA).										

Attachment: Contract Summary 24-051-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council’s Approval

	Funding of \$359,987 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Number(s) 275-4823.08, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.						
Request for Proposal (RFP):	<p>SCAG staff notified 2,019 firms of the release of RFP 24-051 via SCAG's Solicitation Management System website. A total of 64 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Nelson\Nygaard, Inc. - (3 subconsultants)</td> <td style="text-align: right;">\$359,987</td> </tr> <tr> <td>Fehr &Peers – list lowest to highest (no subconsultants)</td> <td style="text-align: right;">\$375,304</td> </tr> <tr> <td>TDG Engineering, Inc. – list lowest to highest (1 subconsultant)</td> <td style="text-align: right;">\$352,206</td> </tr> </table>	Nelson\Nygaard, Inc. - (3 subconsultants)	\$359,987	Fehr &Peers – list lowest to highest (no subconsultants)	\$375,304	TDG Engineering, Inc. – list lowest to highest (1 subconsultant)	\$352,206
Nelson\Nygaard, Inc. - (3 subconsultants)	\$359,987						
Fehr &Peers – list lowest to highest (no subconsultants)	\$375,304						
TDG Engineering, Inc. – list lowest to highest (1 subconsultant)	\$352,206						
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>Lyndsey Nolan, Senior Regional Planner (Project Manager), SCAG Aziza Fellague Ariouat, Transportation Planning Associate II, LA DOT, Lizette Arzola, Director of Grants and Compliance, CCNP</p>						
Basis for Selection:	<p>The PRC recommended Nelson\Nygaard, Inc. for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project; specifically, the consultant team had the best grasp of and most experience engaging marginalized groups such as street vendors and the unhoused. In addition, as a team they collectively have not only extensive experience planning and implementing pop-up demonstrations, but also developed SCAG's Kit of Parts and have done significant work in MacArthur Park with UCLA graduate students exploring the closure of Wilshire Boulevard. Finally, they have experience with delivering a fully implemented permanent street closure. • Provided the best technical approach. For example, Nelson\Nygaard proposed including an alternatives workshop early on in the project to establish shared vision to help guide the evaluation of the many alternatives and inform the development of metrics to evaluate alternatives; this in turn will help ground how an alternative performs on different metrics and relative to original shared vision. The approach best addresses the concern that there may be many strong opposing opinions regarding the future of this portion of Wilshire Boulevard. In addition, they mentioned partnering with local service providers to engage the unhoused community and, throughout the interview, emphasized the entire team's commitment to including community in a way that is meaningful for decision-making and informing the final outcome and design. Nelson\Nygaard also best explained their technical approach to alternatives development. 						

- Provided the best overall value for the level of effort proposed. Not only did their consultant team propose the most amount of hours dedicated to the project (with the lowest average rate per hour), they also had the clearest vision for prime/sub integration as well as how the consultant team, particularly the engagement-focused subs, would complement the role and work of CCNP. They were the only team to thoughtfully propose a specific approach to supporting CCNP in Task 3.4 (Conduct Community Engagement and Outreach) and demonstrated throughout the interview their ability to communicate planning concepts and processes simply and clearly. Though Nelson/Nygaard did not propose the lowest price, the PRC selected the firm’s proposal because of the value the firm will bring to this project. The firm with the lowest price did not demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work.

Although another firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm:

- Did not demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work;
- Did not demonstrate the same level of creativity and innovation within their proposed technical approach. Their proposal mainly restated the scope of work listed in the RFP. For example, under Task 3 (Stakeholder and Community Engagement), their proposal did not include anything specific to the site or the park users, and their assumptions about when CCNP would do Task 3.4 (Conduct Community Outreach and Engagement) was very narrow, with that task spread across just 4 months in their timeline;
- Did not demonstrate what the subconsultant brought to the team (especially since the sub had a similar profile as the prime) and it was unclear if the firms had worked together before since there were not examples of prime/sub consultant integration on other projects highlighted in the proposal. Similarly, their proposal did not elaborate on how their firms would complement CCNP’s work.

CONSULTANT CONTRACT NO. 25-016-C01

Recommended Consultant:	Digital Scepter Corporation
Background & Scope of Work:	Under this agreement, Digital Scepter Corporation acts as the channel partner and reseller to purchase of email protection and security software provided by Proofpoint, Inc. This is a three-year agreement for a subscription to Proofpoint’s email protection and security software. Proofpoint’s software provides email protection, security, attachment defense, targeted attack protection, and email encryption. SCAG currently uses Proofpoint’s software in its environment. This agreement will allow SCAG to continue to use Proofpoint through March 31, 2028.
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Provides advanced threat detection against email-based attacks, • Enables staff to report suspicious emails directly, and • Ensures SCAG’s infrastructure is protected through risk mitigation.
Strategic Plan:	This item supports SCAG’s Strategic Plan Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.
Contract Amount:	Total not to exceed \$72,462
Contract Period:	April 1, 2025 through March 31, 2028
Project Number(s):	811-1163.08 \$72,462 Funding source(s): Indirect Cost Funding of \$24,154 is available in the Fiscal Year 2024-2025 Indirect Cost budget in Project Number 811-1163.08, and the remaining amount is subject to budget availability.
Basis for Selection:	In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement or Master Service Agreement (MSA) . The goods and services procured under an MSA were previously competitively procured by another governmental entity. SCAG utilized a MSA with Digital Scepter Corporation via NASPO MSA AR2472, Contract number 7-17-70-40-05 that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for services as provided by Digital Scepter Corporation.

Attachment: Contract Summary 25-016-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council’s Approval

CONSULTANT CONTRACT NO. 25-024-C01

Recommended Consultant:	Dell Marketing	
Background & Scope of Work:	Under this agreement, Dell Marketing acts as the reseller for the purchase of Dell Latitude 7450 BTX laptops. This contract will provide SCAG with hardware products consistent with general office equipment.	
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Increased staff productivity and efficiency, • Optimized system performance, and • Device troubleshooting and technical support services. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Priority4: Build a unified culture anchored in the pursuit of organizational excellence; Objective: Enhance internal communication, information accessibility and knowledge management. Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.	
Contract Amount:	Total not to exceed	\$51,234
	Dell Marketing (prime consultant)	\$51,234
Contract Period:	Notice to Proceed through June 30, 2028	
Project Number(s):	811-1163.19 \$51,234	
	Funding source(s): Indirect Costs (IC)	
	Funding of \$51,234 is available in the FY2024-25 Indirect Cost Budget in Project Number 811-1163.19. Additional funding for subsequent years is subject to availability.	
Basis for Selection:	In accordance with SCAG's Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG's federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially "piggy-backing" on the agreement.) SCAG utilized an MSA with the National Association of State Procurement Officials (NASPO) and Dell Marketing (Agreement No. NASPO Master Contract Number: 23026; Addendum 7-23-70-55-01 that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.	

Attachment: Contract Summary 25-024-C01 (Info Item) (Purchase Orders, Contract and Amendments below Regional Council's Approval

CONSULTANT CONTRACT NO. 24-014-C01 AMENDMENT NO. 01

Consultant:	Estolano Advisors	
Background & Scope of Work:	<p>On April 1, 2024, SCAG awarded Contract 24-014-C01 to Estolano Advisors to conduct engagement with stakeholders in the water management space, identify current and emerging issues in the water sector, and provide insights on SCAG’s potential role in promoting water resilience in Southern California.</p> <p>This amendment, No. 01, also increases the contract value from \$187,329 to \$241,139 (\$53,810) and extends the contract term from 04/01/24 to 6/30/25. It was executed in December 2024.</p> <p>This increase will include detailed network maps of water management stakeholders by county, up to two expert panels (one remote and one in-person), and technical assistance materials (e.g., a fact sheet with a case study).</p>	
Project’s Benefits & Key Deliverables:	<p>This project will help identify current and emerging issues related to water supply and storage constraints, data availability, water quality and pollution, climate change impacts, policy limitations, regulatory and funding considerations – including flooding, technological advancements, and equity considerations, amongst other topics.</p> <p>Deliverables include:</p> <ul style="list-style-type: none"> • Recommendations on SCAG’s potential role in supporting water management; • Water data landscape analysis; • Water stakeholder mapping, interviews, and matrix of actors in the water ecosystem by county; and, • Technical assistance presentations, panels, and fact sheets. 	
Strategic Plan:	<p>This item supports SCAG’s Strategic Plan Priority #1 – Establish and implement a regional vision for a sustainable future; and Goal #3 – Spur innovation and action through leadership in research, analysis and information sharing.</p>	
Amendment Amount:	Amendment 1	\$53,810
	Original contract value	<u>\$187,329</u>
	Total contract value is not to exceed	\$241,139
Contract Period:	April 1, 2024 through June 30, 2025	
Project Number:	290.4914UB.01	\$118,820
	290.4914E.01	\$15,394
	290.4896UB.02	\$35,412
	290.4896E.02	\$4,588

Attachment: Contract Summary 24-014-C01 (Info Item) A01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval

	<p>290.4862UC.04 \$12,226 290.4862E.04 \$1,584</p> <p>Funding sources: Senate Bill 1 (SB 1) and Transportation Development Act (TDA)</p> <p>Funding of \$188,024 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) in the Project Numbers listed above.</p>
<p>Basis for the Amendment:</p>	<p>This additional work will help strengthen the applicability of the study findings for local stakeholders by breaking down stakeholder mapping at the county level and providing interactive expert panels, as well as technical assistance materials. Through stakeholder outreach for this project, local agencies and community-based organizations requested that SCAG support member agencies with convening key stakeholders in each county to advance more integrated climate and water management plans and multi-benefit projects. Having network maps by county along with panels for convenings and a fact sheet will help support fulfillment of this request. If the amendment is not completed, this work will be delayed and completed under a separate request for proposals (RFP).</p>



AGENDA ITEM 7
REPORT

Southern California Association of Governments
February 6, 2025

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.

FY25 Q1 Planning Project Highlights

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

22-042-C01 SCP Call 3 - GoSGV Engagement & Evaluation ALTA PLANNING + DESIGN, INC.

The GoSGV Engagement & Evaluation Report documents the existing GoSGV Bike Share program (Program) and details program improvements. The Program is administered by the SGVCOG and is funded by the Caltrans Active Transportation Program (ATP) – Greenhouse Gas Reduction Fund. In contrast with other bike share programs, this Program offers monthly rentals of e-bikes for SGV residents. This report found participants use the e-bikes for a wide range of activities, with the e-cargo bike providing youth transportation to school. Both e-bikes and e-cargo bikes also proved popular for errands, recreation, and work trips. A key finding is that the e-bikes served as car replacements for several trips. The report showed the Program was able to reduce VMT by over 11,500 and 7,970 tons of GHG since program inception. The report recommended continued build-out of active transportation infrastructure, construction of additional secure bicycle parking, expand the number of e-cargo bikes, and changes to the reservation length and pricing. Additionally, this project's conclusion marks the completion of the Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) program.

**21-017-C01 Supporting Infrastructure for Zero Emission Heavy Duty Vehicles CAMBRIDGE
SYSTEMATICS, INC.**

The Zero Emissions Truck Infrastructure (ZETI) study's goal is to develop strategies and recommendations for a network of public charging and fueling stations for zero-emission (ZE) trucks throughout the region that will also support statewide efforts to transition medium- and heavy-duty trucks to alternative fueling technologies. The consultant team developed a detailed set of truck trip tours that were used to estimate charging demand across multiple trucking market segments and scenario years through 2040, and tested hydrogen fueling demand in 2040 as well. This resulted in a set of energy and fuel demand projections that were incorporated into a spreadsheet tool to estimate the number of charging sites and individual chargers needed across the region to meet that demand. The ZETI study team also created a web-based parcel prioritization tool to align regional priorities around land use, travel demand, disadvantaged communities and economic goals. All the analysis and tool development were reviewed and supported by a technical advisory committee comprised of regional agency partners, freight industry stakeholders, utilities, and charging/fueling developers. A final report, regional blueprint and local agency primer are in final production, and will be presented to planning leadership, policy committees and the Regional Council upon completion.

The ZETI Study was partially funded by a \$600,000 grant from the Electric Power Research Institute (EPRI) through the California Energy Commission (CEC). The ZETI study's methodology and technical products supported a statewide study analyzing freight charging demand, serving as the basis for the statewide approach. The ZETI study aims to ensure coordination across agencies in the region, making data and technical support available to stakeholders, and drafting policy recommendations to streamline development and prime the market to meet the pressing demand to plan and build supporting infrastructure for a zero-emissions truck fleet.

There were some challenges in the truck trip modeling and charging simulation technical analysis that delayed completion of the project by six months. This was due to the joint nature of a methodology that was shared with the statewide study that required additional rounds of feedback, and that the simulation itself required more time than was estimated to refine and complete all the scenario runs.

ACCOUNTING:**Membership Dues**

As of December 31, 2024, 188 cities, 6 counties, 7 commissions, and 11 tribal governments have paid their Fiscal Year (FY) 2024-2025 membership dues. SCAG has collected \$2.73 million out of \$2.76 million billed. This represents 98.84% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. As of December 31, 2024, SCAG has invested \$20.89 million in the LAIF account and has earned \$577,041.65 in interest income. The interest earnings are distributed on a quarterly basis with an average interest rate of 4.62%. Additionally, as of December 31, 2024, SCAG has invested \$43.71 million in the REAP Money Market Account and has earned \$1,157,152.04, in interest income. Interest earnings for this account are distributed monthly.

Grant Billing as of December 31, 2024

During FY 2024-25, staff has prepared and submitted requests for reimbursements of approximately \$19.96 million to the following agencies (\$4.88 million is for work completed in FY 2023-24). Additionally, since inception of the REAP programs, SCAG received advance funds of \$44.15 million for REAP 1.0 Program and \$61.51 million for REAP 2.0 Program.

1. **CPG Billing: \$14.44 million** to Caltrans for work funded with federal and state grants; \$4.07 million was for work completed in June 2024 while \$10.37 million was for work completed in July 2024 to September 2024. The entire amount has been received.
2. **OTS Billings: \$1.36 million** to Office of Traffic Safety for work funded with OTS grants; \$0.28 million was for work completed in April 2024 to June 2024 while \$1.08 million was for work completed in July 2024 to September 2024. Of the \$1.36 million, \$0.28 million has been received.
3. **MSRC Billing: \$0.49 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that was completed in November 2021 to December 2024. The entire amount has been received.
4. **ATP Billings: \$0.34 million** to Caltrans District 7, Office of Local Assistance for work funded with Active Transportation Program (ATP) grants; \$0.33 million was for work completed in April 2024 to June 2024 while \$13,808 was for work completed in July 2024 to September 2024. The entire amount has been received.
5. **EPRI Billings: \$0.15 million** to the Electric Power Research Institute, Inc. for work funded with the California Energy Commission (CEC) grant that was completed from April 2024 to June 2024. The entire amount has been received.
6. **DOE-Clean Cities: \$55,000** to the Department of Energy for work funded with DOE-Clean Cities grant; \$27,500 was for work completed from April 2024 to June 2024, while \$27,500 was for work completed from July 2024 to September 2024. The entire amount has been received.
7. **LACI Billing: \$23,528** to LA Cleantech Incubator for work funded with the LACI grant; \$13,820 was for work completed in April 2024 to June 2024 while \$9,707 was for work completed in July 2024 to September 2024. The entire amount has been received.
8. **FCC ACP: \$8,429** to the Federal Communications Commission for work completed in January 2024 to April 2024. The entire amount has been received.

9. **DOE-UCI: \$3,816** to the Regents of the University of California for work funded with the DOE-Clean Cities grant; \$1,653 was for work completed from April 2024 to June 2024, while \$2,163 was for work completed from July 2024 to September 2024. The entire amount has been received.
10. **ATN: \$1,098** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that was completed from May 2024 to June 2024. The entire amount is still outstanding.
11. **REAP 1.0: \$44.15 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 1.0 as of December 31, 2024. Each \$11.87 million was received in FY21 and FY23, and \$20.41 million was received in FY24. The entire amount has been expended as of June 2024. SCAG submitted the final reimbursement request to HCD on November 21, 2024, for expenditures incurred between July 2024 and October 2024 in the amount of \$3.08 million, which is still outstanding as of December 31, 2024.
12. **REAP 2.0: \$61.51 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 2.0 as of December 31, 2024. Approximately \$18.2 million has been expended to date (\$0.99 million during FY 2024-25).

BUDGET & GRANTS (B&G):

Staff worked on the FY 2024-25 2nd Quarter Overall Work Program (OWP) Progress Report. This mid-year progress report for OWP projects was submitted to Caltrans before its deadline, January 30, 2025.

On January 30, 2025, SCAG had its annual OWP development and coordination meeting with Caltrans, FHWA, and FTA representatives. SCAG staff presented the proposed work program for FY 2025-26 and reported accomplishments and progress on major projects in the current fiscal year. A draft FY 2025-26 OWP budget will be presented to the EAC and RC in March 2025.

Staff successfully submitted one renewal application for the Department of Energy Clean Cities Program, and one application for the California Office of Traffic Safety Program. The award announcements for these opportunities are anticipated between Spring and Summer of this calendar year.

CONTRACTS ADMINISTRATION:

Through the second quarter of Fiscal Year 2024-25, the Contracts Administration Department staff supported 16 formal procurements and 199 active contracts for professional services. Staff worked with project managers to close 17 contracts that ended from October to December 2024. In this month's consent calendar agenda item "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold," staff reports the execution of three (3) contracts and one



(1) contract amendment and issuing six (6) purchase orders above \$5,000 to support ongoing business operations during November and December 2024.

ATTACHMENT(S):

1. CFO Charts 020625



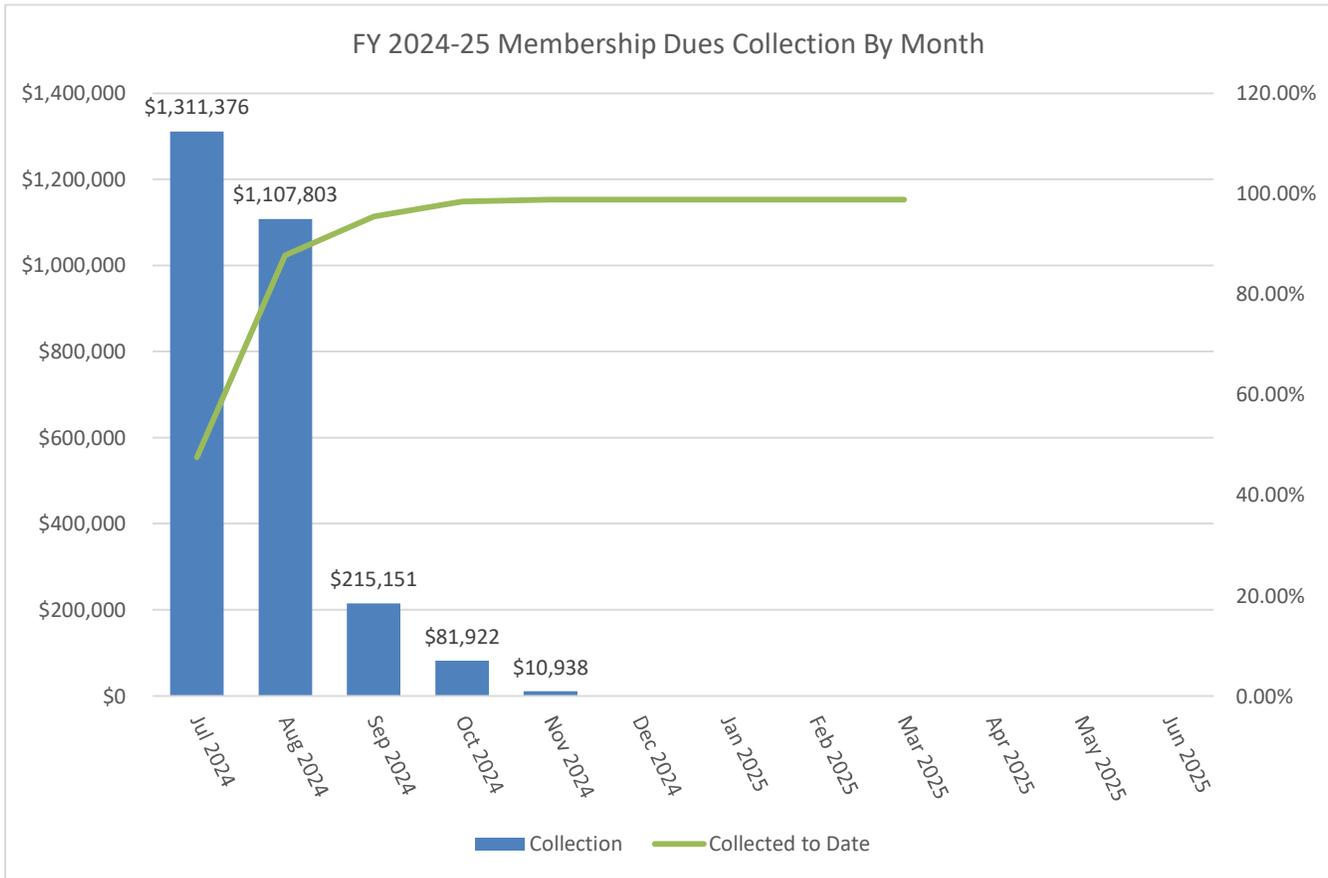
Office of the Chief Financial Officer

Quarterly Report

December 2024



Membership Dues & Collections
 July 1, 2024 through December 31, 2024



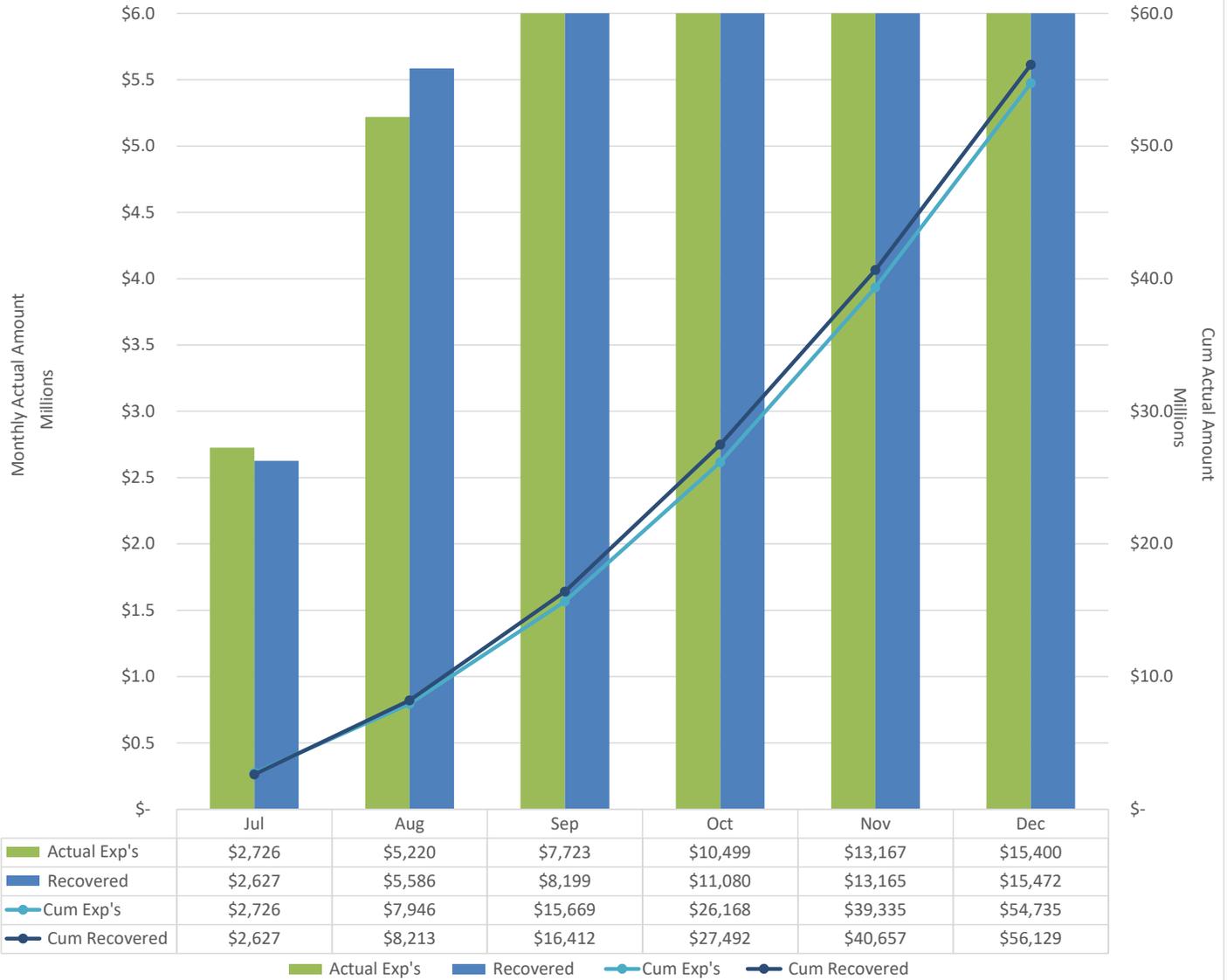
Summary
 As of December 31 2024, 188 cities, 6 counties, 7 commissions and 11 tribal governments had paid their FY25 dues. This represents 98.84% of the dues assessment.

FY25 Membership Dues	<u><u>\$ 2,759,319</u></u>
Total Collected	<u><u>\$ 2,727,190</u></u>
Percentage Collected	<u><u>98.84%</u></u>

Attachment: CFO Charts 020625 (CFO Monthly Report)



Indirect Cost & Recovery
July 1, 2024 through December 31, 2024



Attachment: CFO Charts 020625 (CFO Monthly Report)

Summary

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through December 2024, SCAG was over-recovered by \$1.4 million due to unspent Indirect Cost budget. The FY 2024-25 IC rate includes a carry-forward of approximately \$1.5 million, which represents an under-recovery of costs from FY 2022-23.



**Consolidated Balance Sheet
As of December 2024**

	<u>September, 2024</u>	<u>December, 2024</u>	<u>Increase/(Decrease)</u>
Cash & Investment	74,102,606	67,363,059	(6,739,547)
Other Assets	7,860,802	12,786,979	4,926,177
Total Assets	<u>81,963,408</u>	<u>80,150,037</u>	<u>(1,813,371)</u> ⁽¹⁾
Total Liabilities	<u>48,326,116</u>	<u>46,663,053</u>	<u>(1,663,063)</u> ⁽²⁾
Fund Balance	<u>33,637,292</u>	<u>33,486,985</u>	<u>(150,307)</u>
Total Liabilities & Fund Balance	<u>81,963,408</u>	<u>80,150,037</u>	<u>(1,813,371)</u>

(1) Cash & Investment decreased while Accounts receivable increased primarily due to transitioning the Consolidated Planning Grant billing from Monthly to quarterly as directed in the 2024 Caltrans Incurred Cost audit report.

(2) The Total Liabilities decreased due to a reduction in deferred revenue (advanced cash received from the California Department of Housing and Community Development) related to claiming reimbursement for REAP 2.0 expenditures.



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

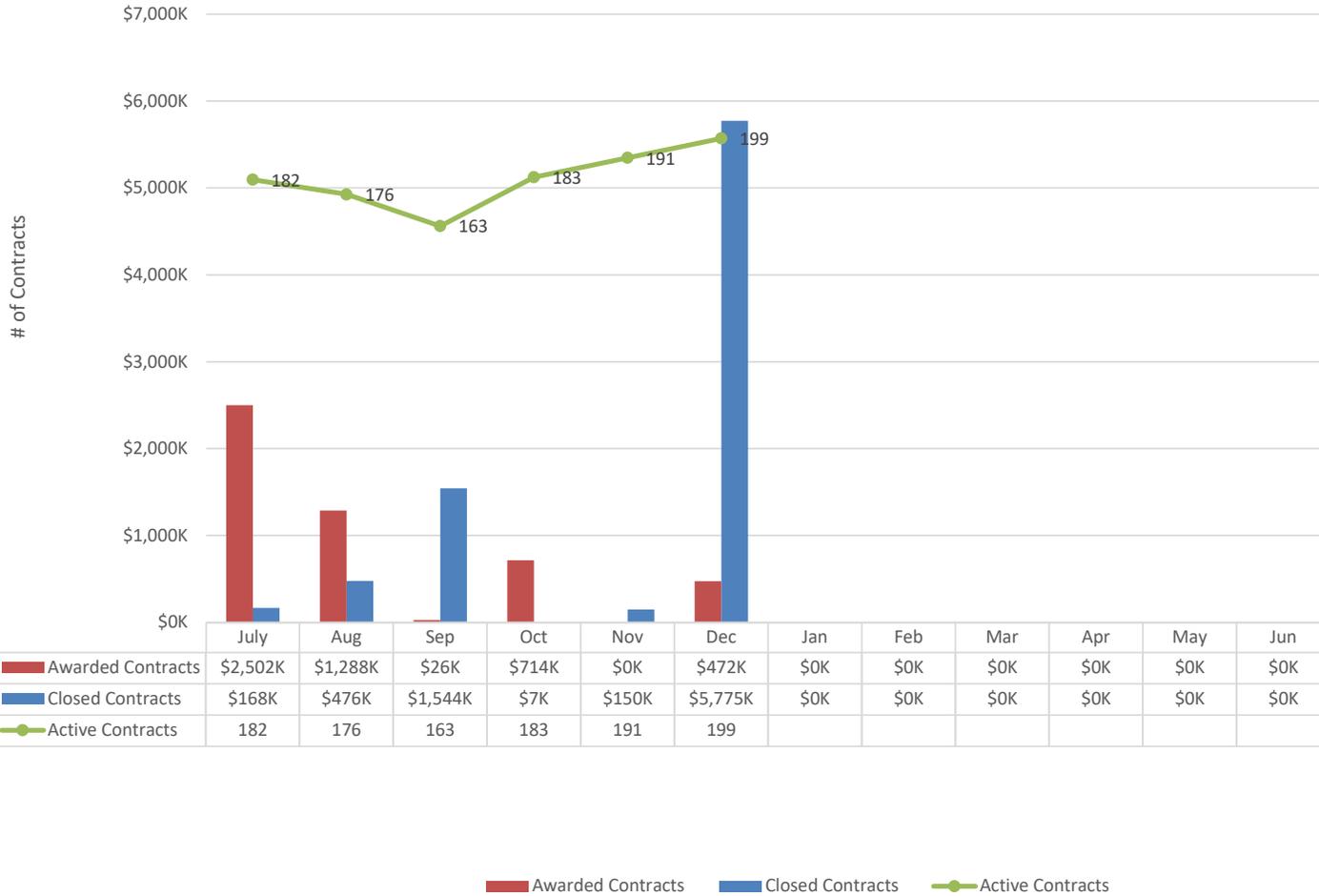
	July 1, 2024 to September 30, 2024	July 1, 2024 to December 31, 2024	Increase / (Decrease)	September 2024 Budgetary Comparison Statement	
				FY 2024-25 Budget	Under / (Over) Budget
Revenues	40,954,446	69,711,647	28,757,201	485,892,648	416,181,001
Expenditures:					
Salaries & Benefits	26,545,674	47,139,439	20,593,765	98,416,355	51,276,916
Services & Supplies	6,230,902	14,544,645	8,313,744	387,476,293	372,931,648
Total Expenditures	32,776,576	61,684,084	28,907,508	485,892,648	424,208,564
Change in Fund Balance	8,177,870	8,027,563	(150,307)	-	(8,027,563)
Fund Balance Beginning of the Year	25,459,422	25,459,422	-	25,459,422	-
Fund Balance at End of the Period	33,637,291	33,486,985	(150,306)	25,459,422	(8,027,563)

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. The \$416.1 million revenue variance and the \$424.2 million expenditure variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.

Attachment: CFO Charts 020625 (CFO Monthly Report)



SCAG Contracts FY2024-25



Overview
This chart shows the number of contracts administered from July to December 2024.

Summary

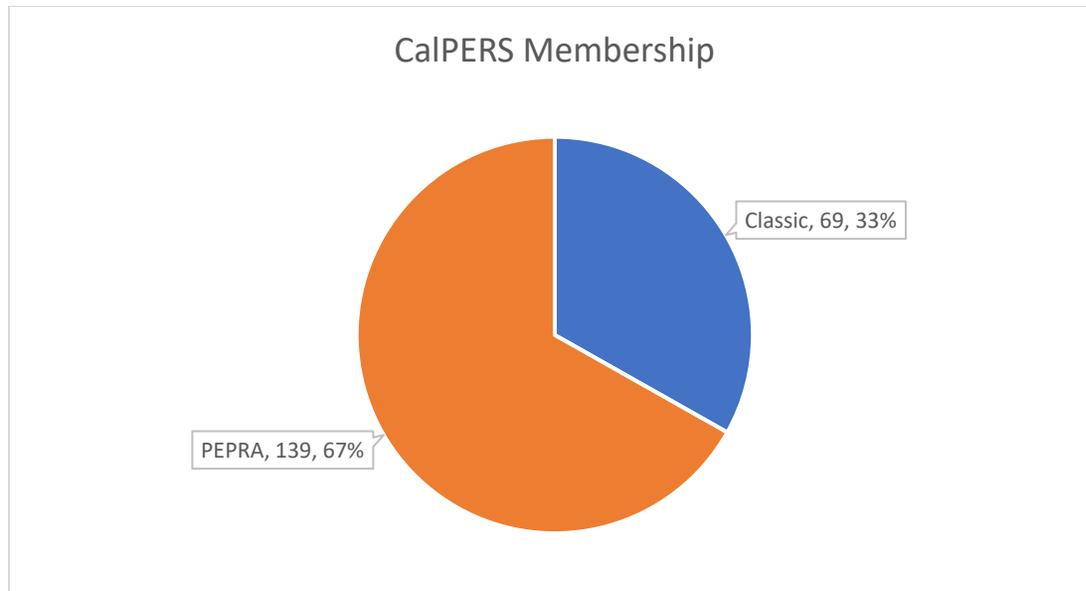
As illustrated on the chart, the Contracts Administration Department is currently managing a total of 199 contracts. Eighteen (18) are Cost Plus Fixed Fee contracts; 71 are Lump Sum contracts, 38 are Time and Materials contracts (includes Labor Hour and Retainer), and 72 are On-Call Services contracts and related Task Orders.

CFO Report

As of January 1, 2025

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Fellows	Total
Executive Office	9	9	0	0	0	0	9
Human Resources	12	11	1	1	0	0	12
Legal	3	2	1	1	0	0	3
Finance	44	39	5	1	0	0	40
Information Technology	29	26	3	1	0	0	27
Gov. & Public Affairs	25	24	1	3	0	0	27
Planning	113	97	16	11	0	1	109
Total	235	208	27	18	0	1	227





AGENDA ITEM 8
REPORT

Southern California Association of Governments
February 6, 2025

To: Executive/Administration Committee (EAC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Fifteen Years of Sustainable Communities Strategies in Southern
California

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:

On June 27, 2024, SCAG staff briefed the Executive/Administration Committee on the status of the Sustainable Communities Strategy (SCS) and Senate Bill 375 (SB 375) program in advance of the California Air Resources Board (CARB) process to update the regions' SB 375 greenhouse gas (GHG) emission reduction target. This staff report provides a summary of recent in-house research and analysis to evaluate the efficacy of SCS planning in the SCAG region and identify areas of opportunity for future progress.

BACKGROUND:

In 2006, California passed landmark climate legislation with Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 required reduction of GHG emissions and tasked the CARB with the authority to adopt regulations and oversee the reduction of GHGs. Given that transportation accounts for nearly half of the state's GHG emissions, SB 375, the Sustainable Communities and Climate protection Act was passed in 2008 to support the reduction of emissions from cars and light duty trucks and to better integrate transportation and land use planning.

SB 375 requires Metropolitan Planning Organizations (MPO) like SCAG to prepare a SCS as part of the Regional Transportation Plan (RTP) that, among other requirements, "set[s] forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the emissions of greenhouse gases from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas

emission reduction targets approved by the State Air Resources Board.” (Government Code § 65080(b)(2)(B).)

Pursuant to Government Code Section 65080(b)(2)(A)(iv), CARB shall update these regional targets every eight years. SCAG’s targets were last updated in 2018, keeping the existing 8 percent reduction from 2005 levels by 2020 and updating the target for 2035 to a 19 percent reduction from 2005 levels. The next target update process must conclude by 2026 to meet the eight-year statutory requirement.

SCAG completed its fourth RTP/SCS with the adoption of Connect SoCal 2024 in April 2024. The subsequent fifth RTP/SCS is anticipated to be completed by April 2028 and would be subject to the updated targets to be set by CARB by 2026.

Sustainable Communities Strategy Progress

Since SCAG’s first RTP/SCS in 2012, there have been shifts in planning at the local and regional level that are resulting in direct observable changes to the built environment and the transportation network. For example, cities in the region have added more than 500,000 new households and one million new jobs near transit. However, population growth has not continued at the rate projected during the first SCS and the region still faces a backlog of unmet housing need due to underbuilding of housing in the 1980-2000 time period. While each plan cycle has increased the level of investment in transit revenue miles and reduced investment in roadway capacity, CARB reports that the pace of SCS implementation is not occurring fast enough in their 2022 Progress Report on California’s Sustainable Communities and Climate Protection Act.

The attached presentation includes preliminary analysis of several trends and data points to help SCAG understand the progress of SCS implementation in the region to date and to identify where there are opportunities for further progress. However, alongside evaluation of this data, it is important to consider the exogenous factors outside of the control of policymakers in the region (like national economic trends) that can either aide or inhibit the region’s pace of progress in meeting the greenhouse gas emission reduction target.

Next Steps

SCAG is currently engaged with other MPOs and state agencies in dialogue about needed improvements to the SB 375 framework and the regional planning process. This research will help to inform those discussions as well as further engagement with CARB during the GHG emission target update process.

Additionally, staff are preparing internally for the next RTP/SCS process, including data development and research like that included in this staff report. This early work will help to support future policy discussions with each SCAG Policy Committee.



FISCAL IMPACT:

Work associated with this item is included in the FY 24-25 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. PowerPoint Presentation - Evaluating Fifteen Years of SCS Planning



Fifteen Years of Sustainable Communities Strategies in Southern California

February 2025

WWW.SCAG.CA.GOV

Sustainable Communities Strategy (SCS) Planning

- Statewide legislation beginning in 2006 (AB 32) followed by SB 375 in 2008
- California Air Resources Board (CARB) sets per-capita GHG targets
- Metropolitan Planning Organization (MPO) plans must demonstrate strategies to achieve targets



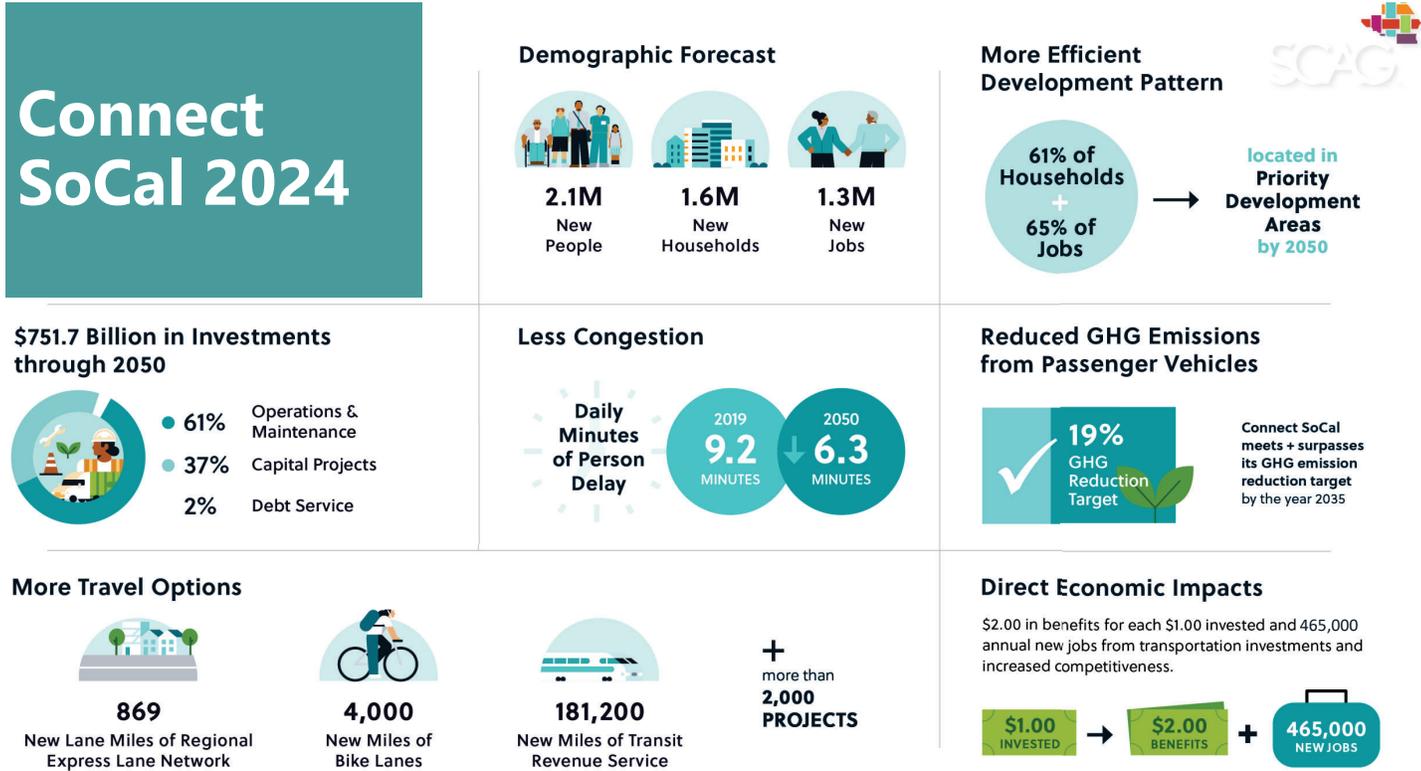
Sustainable Communities Strategy

California Government Code 65080(b)(2)(B)

As part of developing the Regional Transportation Plan (RTP) SCAG must prepare a Sustainable Communities Strategy (SCS)

**Land-Use & Housing Strategies
+ Multimodal Transportation Investments & Policies
= GHG emission reduction from passenger vehicles**

Attachment: PowerPoint Presentation - Evaluating Fifteen Years of SCS Planning (Fifteen Years of Sustainable Communities Strategies in



SCAG has Awarded Over \$75M Since 2016 to Support Local Planning Towards More Sustainable Communities

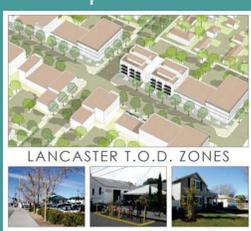
Active Lake Elsinore



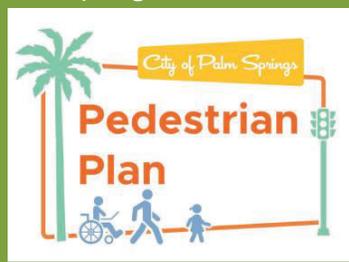
Rialto Foothill Central Specific Plan



Lancaster Transit-Oriented Development Zones



Palm Springs Pedestrian Plan



- ✓ Active Transportation Plans
- ✓ First/Last Mile Planning
- ✓ Specific Plans
- ✓ Enhanced Infrastructure Finance Districts
- ✓ ADU Incentive and Implementation Programs
- ✓ Electric Vehicle Charging
- ✓ ... and more

RESOURCES & TOOLS

More Programs/Local Policy Change In the Works



REAP 1 & Housing Element Updates



Regional Pilot Initiative



REAP 2: Housing Production and Supportive Infrastructure

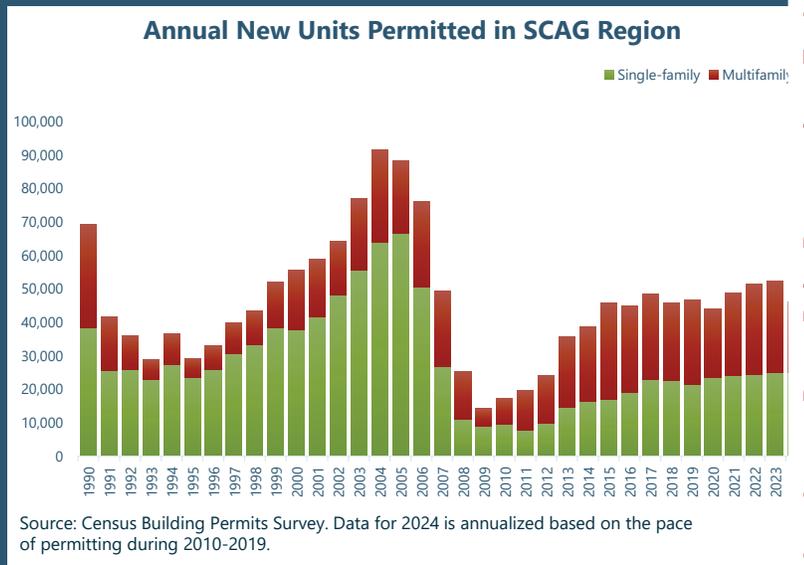
Attachment: PowerPoint Presentation - Evaluating Fifteen Years of SCS Planning (Fifteen Years of Sustainable Communities Strategies in



WHAT PROGRESS HAS BEEN MADE IN THE SCAG REGION?

The Region has Increased Diversity of Housing Types...

- Since 2012, the adoption year of SCAG's first RTP/SCS:
 - 500,000 more households and one million more jobs near transit



...Recent Housing is More “Location Efficient”, and

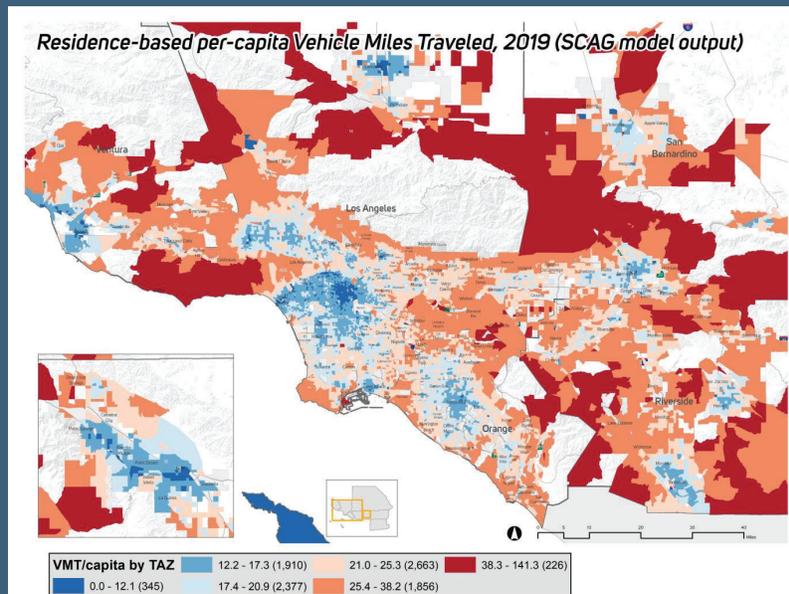
SCAG Region housing units that:

	Exist in 1990	Were added 1990-1999	Were added 2000-2009	Were added 2010-2019	Exist in 2020
2019 Avg. VMT/capita	20.82	23.05	22.8	21.07	21.15
# Housing Units (SCAG)	5,271,651	455,081	642,736	362,632	6,463,002

Decennial Census; Average VMT/capita for housing units by period

...Low VMT Per-capita Neighborhoods Exist Throughout the Region

Density and Destinations Contribute to Lower VMT Neighborhoods



The Region has Shifted Transportation Investments

- SCAG has increased overall Operations & Maintenance, Active Transportation and Transit spending while decreasing Highway investments

Percent of RTP/SCS Expenditures			
	2012 RTP/SCS	2024 RTP/SCS	Change %
Operations & Maintenance (Total)	41%	60%	+19%
Transit (Capital and O&M)	47%	52%	+5%
Highway (Capital and O&M)	18%	13%	-5%
Active Transportation	2%*	5%	+3%

*2016 RTP/SCS percentage; 2012 RTP/SCS did not track AT as standalone

Note: Numbers do not reflect total plan expenditures and are illustrative of categories noted only

...Which Reduces Planned Roadway Infrastructure

- The SCAG region has decreased anticipated Freeway and Arterial capacity by over 4,000 lane miles by 2035 between the 2012 and 2024 RTP/SCSs

Regional Roadway Capacity by 2035 (Lane miles)			
	2012 RTP/SCS	2024 RTP/SCS	Change (in miles)
Freeway (all)	14,525	13,550	-975
Arterial	41,933	38,819	-3,114
TOTAL	56,458	52,369	-4,089

...And Increases Planned Transit Infrastructure

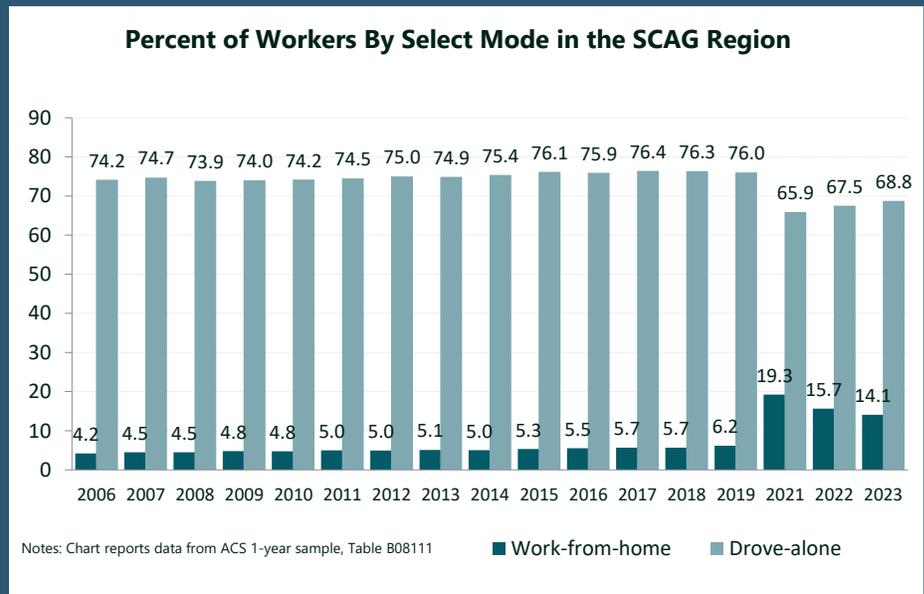
- The SCAG region has increased planned transit by over 90,000 revenue miles by 2035 between the 2016 and 2024 RTP/SCSs

Regional Transit Revenue Miles by 2035			
	2016 RTP/SCS	2024 RTP/SCS	Change (in miles)
Rail (all)	96,275	128,850	+32,575
Bus (all)	607,638	665,181	+57,543
Total	703,913	794,031	+90,118

Technology & Economy Have Changed Travel Needs

2019-2023:

- 699,000 fewer drive-alone commuters
- 703,000 additional home-based workers

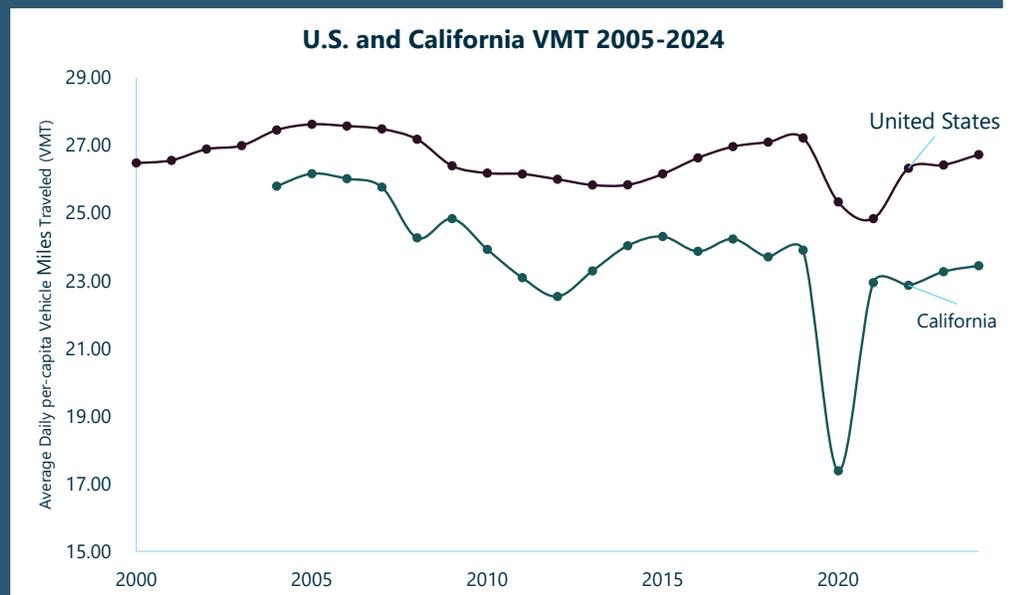




IS SB 375 ACHIEVING ITS GOALS?

How Does California VMT Compare to the Nation?

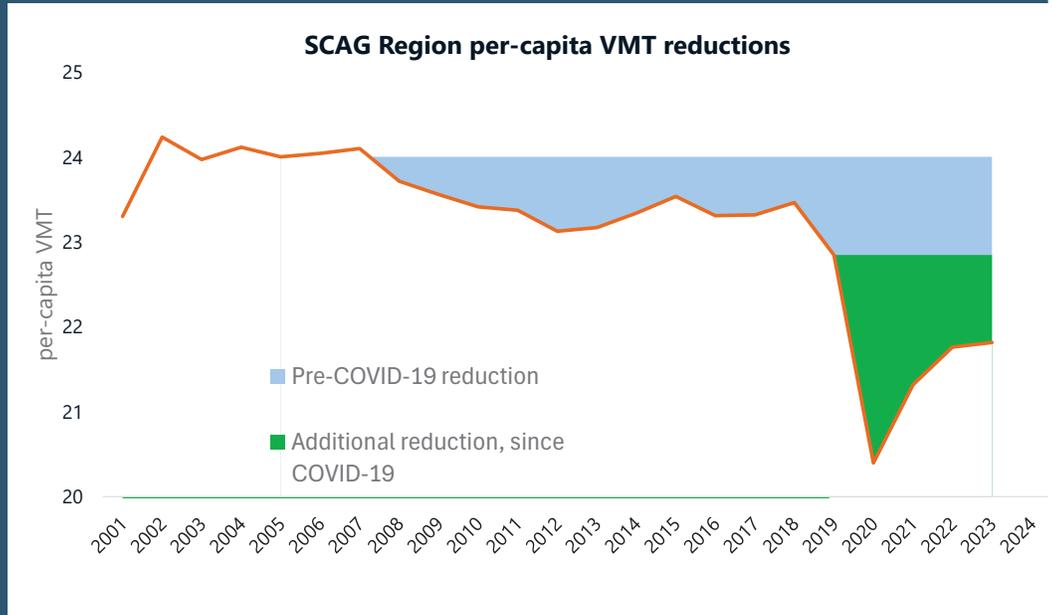
- 2005 – 2024
 - US: 3.2% drop
 - CA: 10.4% drop
- California is reducing more VMT per capita than the rest of the nation



Source: Federal Highway Administration Average Daily VMT/capita

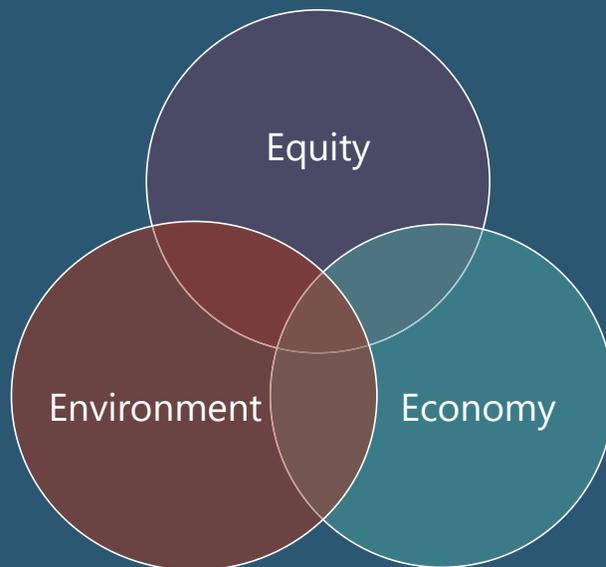
SCAG Region has Seen Steady Per-capita VMT Decline, Accelerated By COVID

- 2005-2023:
 - VMT/capita **down 9.1%**; was down 5.8% by 2019



Source: Caltrans HPMS, Average Daily total VMT and per-capita VMT

Are Our Communities More Sustainable?



Priorities for Target Setting and SB 375 Reform

1. Greater focus on Implementation and resources to accelerate progress
2. An assessment framework that balances potentially competing social, economic and environmental goals. Is VMT the “right” metric?
3. A planning target(s) that is understandable and achievable and can be explained in the context of State Scoping Plan.
4. Clarity on state commitments as the foundation for regional plans



THANK YOU!

For more information, please visit:

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