



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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www.scag.ca.gov

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Curt Hagman
County of San Bernardino

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Cindy Allen, Long Beach

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County of San Bernardino

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

Energy & Environment
Jenny Crosswhite, Santa Paula

Transportation
Tim Sandoval, Pomona

MEETING OF THE

EXECUTIVE/ADMINISTRATION
COMMITTEE

Thursday, April 3, 2025
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, **April 2, 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, April 2, 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 – April 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, April 3, 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

CLOSED SESSION

Public Employment

Pursuant to California Government Code Section 54957(b)(1)
Public Employee Performance Evaluation
Title: Executive Director

Public Employment

Pursuant to California Government Code Section 54957.6
Conference with Labor Negotiators
Agency designated representatives: Ruben Duran, Board Counsel
Unrepresented employee: Executive Director

REPORT OF CLOSED SESSION ACTIONS

CONSENT ITEMS

Approval Items

1. Minutes of the Meeting – March 6, 2025
2. Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25 Comprehensive Budget
3. Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

4. 2025-2026 Federal Legislative Platform Update
5. 2025-2026 Federal Surface Transportation Reauthorization Priorities

Receive and File

6. Draft Program Development Framework to Support the 2028 Olympic and Paralympic Games
7. Resilience Preliminary Recommendations and Next Steps
8. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
9. CFO Monthly Report

INFORMATION ITEM

10. REAP 2 Program Update 10 Mins.
(Kome Ajise, Executive Director, 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



**MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
THURSDAY, MARCH 6, 2025**

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. David J. Shapiro, Chair, CEHD

Hon Rocky Rhodes, Vice Chair CEHD

Hon. Jenny Crosswhite, Chair EEC

Hon. Lauren Meister, Vice Chair EEC

Hon. Tim Sandoval, Chair, TC

Hon. Mike Judge, Vice Chair, TC

Hon. Wendy Bucknum, President’s Appt.

Hon. Larry McCallon, President’s Appt.

Chino Hills

Calabasas

Simi Valley

Santa Paula

West Hollywood

Pomona

VCTC

Mission Viejo

San Bernardino County

District 10

District 44

District 46

District 47

District 41

District 38

Ventura County

District 13

Air District Representative

Members Not Present

Hon. Cindy Allen, 1st Vice President

Hon. Jan Harnik, Imm. Past President

Hon. Patricia Lock Dawson, Chair, LCMC

Hon. Margaret Finlay, Vice Chair LCMC

Hon. Karen Bass, President’s Appt.

Hon. Alan Wapner, President’s Appt.

Hon. Andrew Masiel, Sr.

Hon. Lucy Dunn

Long Beach

RCTC

Riverside

Duarte

Los Angeles

SBCTA

Pechanga Dev. Corp.

District 30

Riverside

District 68

District 35

Member-At-Large

San Bernardino

TGRP Representative

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
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Curt Hagman called the meeting to order at 9:04 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Hagman opened the Public Comment Period.

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. SCAG Approval of the Fiscal Year 2025-26 Draft Comprehensive Budget

Cindy Giraldo, Chief Financial Officer, explained the 2025-2026 budget totaled just under \$391 million dollars which was about \$44 million or 10% below the current year budget. During her presentation she reviewed some of the highlights of the budget. She explained to members that when they looked at the comprehensive budget, the largest component was their overall work program, which totaled just under \$385 million dollars and was spread across 35 different agency work programs. She reported that each year SCAG was required to present this work program to Caltrans, FHWA and FTA. She stated that Sarah Jepson, Chief Planning Officer, had done an excellent job presenting SCAG's work plan, along with its accomplishments and progress on major work programs. She noted that the feedback they had received was both supportive of the work they had accomplished as well as the work program before them that

day. She shared with members that within the staff report on page 14, a chart had been provided that detailed the total budget for each program. Additionally, she stated that within the comprehensive budget document, starting on page 49, they could find narratives of each program that describe the objectives and alignment with SCAG's Strategic Plan. She stated the total budget was broken down by major expenditure category in Table 2 of the provided staff report which she then covered in order of magnitude. She explained that of their total, \$390 million budget, over 50% or \$201 million was allocated for pass-through payments or technical assistance to local agencies located throughout the region such as the Last Mile Freight Program. The next largest category she discussed was consultants, which totaled \$59 million. She stated the largest components of their consultant budget included \$20 million for the Carbon Reduction and Surface Transportation Block Grant and Congestion Mitigation and Air Quality Programs. She stated \$17 million was for the Last Mile Freight Program which again, was a pass-through program, but predated their separate tracking as they do now. She stated there was \$8 million in resources to support Connect SoCal development, outreach and implementation, and \$11 million to support REAP 2 and other one-time grant funded activities. Next, she stated was their salaries and benefits budget of just under \$50 million dollars. She noted the budget funded 237 positions, which was an increase of two limited term employees and the conversion of one part-time employee to full-time. She stated the details of the specific staffing changes had been provided in attachment 2 to the staff report. She explained there was no proposed change to the staff, to the staff salary schedule, and there was only one proposed employee benefit change, which was to reduce the waiting period for short-term disability benefits from 30 days to 14 days and was an approximate annual cost of \$57,000. The in-kind and cash local other were match commitments predominantly again related to their Last Mile Freight Program. She stated the Other Cost category was used to set aside labor budget for multi-year grants. She indicated that as it had already been noted, they were continuing to make progress on completing their one-time grant commitments. She stated they could see that the corresponding decline in the set aside for future year labor costs from \$40 million to just under \$25 million. Lastly, she reported that the proposed General Fund budget totaled \$2.8 million dollars. She stated the General Fund budget provided funding for the Regional Council and its subcommittees for stipends and travel, the General Assembly, and other expenditures that were typically not eligible for grant reimbursement. She reported that the general fund budget and membership schedule or membership assessment would be submitted to the General Assembly for approval on May 1, 2025. She explained that the membership assessment was calculated in accordance with SCAG's Bylaws, and the membership dues were adjusted by the recent year over year Consumer Price Index change. She stated the calculated membership dues for each agency could be found starting on page 82 of the agenda packet. She stated staff would be returning in May once again for final budget adoption.

There were no public comments for Items 1.

A MOTION was made (Shapiro) to recommend that the Regional Council: 1) Approve the Fiscal Year 2025-26 Draft Comprehensive Budget in the amount of \$390,819,246; 2) Authorize the release of the FY 2025-26 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2025-26 General Fund Budget and Membership Assessment and transmit to the General Assembly. Motion was SECONDED (Bucknum) and passed by the following votes:

AYES: Bucknum, Crosswhite, Hagman, Judge, Marquez, McCallon, Meister, Rhodes, Sandoval, and Shapiro (10)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – February 6, 2025
3. Contracts \$500,000 or Greater: No. 25-011-C01, Natural & Agricultural Lands Economic and Resilience Benefits Study
4. Contracts \$500,000 or Greater: No. 25-017-C01, Transportation Data Analysis Technical Assistance (TA) Program
5. Early Legislative Bills – Support
6. SCAG Memberships and Sponsorships

Receive and File

7. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
8. CFO Monthly Report

There were no public comments for Items 2 through 7.

A MOTION was made (McCallon) to approve Consent Calendar Items 2 through 6 and Receive and File Items 7 through 8. Motion was SECONDED (Marquez) and passed by the following votes:

AYES: Bucknum, Crosswhite, Hagman, Judge, Marquez, McCallon, Meister, Rhodes, Sandoval, and Shapiro (10)



NOES: None (0)

ABSTAIN: None (0)

CFO REPORT

Cindy Giraldo, Chief Financial Officer, reported that they had been busy working on the fiscal year [2026] budget which had just been presented and thanked all the members for their unanimous support. In addition, she reported they continued to make great progress on the REAP 2 program with an additional 10 MOUs executed during the past month. Lastly, she stated they would be returning the following month with budget amendment 2 of their fiscal year 25 budget.

PRESIDENT’S REPORT

President Hagman reminded members that the General Assembly registration was open. He stated the [General Assembly would be taking place] on May 1st and 2nd in Palm Desert and SCAG would be celebrating its 60th anniversary. He stated this event was a great place to network with leaders and jurisdiction staff from throughout the region, as well as panelists and SCAG staff to learn about resources and tools available to support the region’s collective success. He stated the Regional Conference and General Assembly also included the annual voting on SCAGs new leadership and budget for the coming fiscal year. President Hagman directed members to the Clerk of the Board for registration. President Hagman thanked the SCAG team as several people showed up for the zero-emission truck opening event which had taken place the previous week in the Inland Empire. He stated this was a Japanese company that has been in 19 different countries. He stated this company had electric and hydrogen medium and heavy class A truck manufacturing as well as buses and other things. He stated they made their first home in North America in Fontana and had a projected output of 35 to 40 thousand vehicles each year. Lastly, he reminded members that the next EAC meeting was scheduled for Thursday, April 3.

EXECUTIVE DIRECTOR’S REPORT

Darin Chidsey, Chief Operating Officer, stated that at the Regional Council meeting there would be an item to consider the STBG/CMAQ Guidelines. He stated that it was an exciting moment because it was when the guidelines would be approved, and they would start the process for the \$1.2 billion funding program that SCAG would serve the lead role on for the region. He stated they had been working on the guidelines with all the transportation commissions as well as other partners throughout the region for a period of time, and they were certainly in line with the Connect SoCal RTP/SCS principles that the Board had adopted the previous year. He stated the updated guidelines also emphasized the federal performance management areas, considered the presidential executive

orders, and the USDOT policy changes. He stated this had been scheduled for the previous month at a Special [Transportation Committee] meeting to consider the guidelines, however given the changes, they wanted to take their time and make sure they were consistent with the new administration directives. He stated this had presented a bit of a timing challenge and normally they liked to take these items to the policy committee meeting a month apart from the Regional Council, but it would be on the Transportation Committee agenda that day and presented at the Regional Council later should the committee move it forward. He stated the online application would be available March 31 through May 16 and award recommendations would be presented to the SCAG Regional Council at the end of the year. Additionally, he reported that the previous week, the first REAP dollars turned into a groundbreaking ceremony in Imperial County where ICTC kicked off the long-awaited Calexico Intermodal Transportation Center. He stated Executive Director Kome Ajise had been there as well as several other SCAG staff. He reported that in total the project was about \$19 million which was supported by SCAG's REAP program in part. Lastly, in terms of federal updates he informed members that the National Association of Regional Councils, or NARC, hosted its conference a few weeks prior. He stated both the Executive Director and Chief Government Affairs Officer Javiera Cartagena had attended. He stated it had been a good time to talk to the offices of their Senators as well as key members of Congress, such as Laura Freeman and Robert Garcia, to get a sense about where things were going and lay the groundwork for the work that SCAG would be doing later in the year when they visit for their official legislative trips.

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 9:27 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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Executive / Administration Committee Attendance Report

2024-25																	Total Mtg: 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		1	1			9	
Hon. Cindy Allen, 1st Vice Chair	Long Beach	District 30	1	1	1	1		0		1	0		1	0			6	
Hon. Ray Marquez, 2nd Vice Chair	Chino Hills	District 10	1	1	1	1		1		1	1		1	1			9	
Hon. Jan Harnik, Imm. Past President	Buena Park	RCTC	1	1	1	1	D	1	D	1	1	D	1	0			8	
Hon. David J. Shapiro, Chair, CEHD	Calabasas	District 44	1	1	1	1		1		1	1		1	1			9	
Hon. Rocky Rhodes, Vice Chair, CEHD	Simi Valley	District 46	1	1	1	1		1		1	0		1	1			8	
Hon. Jenny Crosswhite, Chair, EEC	Santa Paula	District 47	1	1	1	1		1		1	1		1	1			9	
Hon. Lauren Mister, Vice Chair, EEC	West Hollywood	District 41					A		A			A	1	1			2	
Hon. Tim Sandoval, Chair, TC	Pomona	District 38	0	0	1	1		0		0	0		1	1			4	
Hon. Mike Judge, Vice Chair, TC		VCTC	1	0	0	1		1		1	1		1	1			7	
Hon. Patricia Lock Dawson, Chair, LCMC	Riverside	District 68	0	1	1	1		1		1	1		1	0			7	
Hon. Margaret Finlay, Vice Chair, LCMC	Duarte	District 35											0	0			0	
Hon. Karen Bass, President's Appt.	Los Angeles	Member-At-Large		0	0	1		0		1	1		0	0			3	
Hon. Wendy Bucknum, President's Appt.	Mission Viejo	District 13	1	0	1	1		1		1	1		1	1			8	
Hon. Larry McCallon, President's Appt.		Air District Representative		1	1	1	K	1	K	1	1	K	0	1			7	
Hon. Alan Wapner, President's Appt.		SBCTA											1	0			1	
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corporation	Tribal Government Regional Planning Board	0	1	1	1		1		0	1		1	0			6	
Ms. Lucy Dunn, Ex-Officio Member	Lucy Dunn Strategic Issues Mar	Business Representative	0	1	1	1		1		1	0		0	0			5	
			9	11	13	15		0	12	0	13		11	0	14	10	0	108

Attachment: EAC Attendance Sheet 2024-25 (Minutes of the Meeting - March 6, 2024)



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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25
Comprehensive Budget, including the Overall Work Program (OWP)

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 25-672-1 approving a second amendment (Budget Amendment 2) to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A second amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$14,105,947, increasing the FY 2024-25 OWP Budget from \$426,717,421 to \$440,823,368;
2. A second amendment to the Indirect Cost Budget, in the amount of \$174,032, increasing the Indirect Cost Budget from \$35,156,049 to \$35,330,081;
3. A second amendment to the General Fund Budget in the amount of \$15,764, increasing the General Fund Budget from \$3,224,698 to \$3,240,462;
4. A first amendment to the Transportation Development Act (TDA) Other Work Program Budget, in the amount of (\$3,000), decreasing the TDA Other Work Program Budget from \$774,265 to \$771,265;
5. Authorization to make administrative amendments to the FY 2024-25 OWP's Regional Early Action Planning Grants of 2021 (REAP 2.0) Budget to reflect the program updates and changes approved by the Department of Housing and Community Development (HCD). This authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner; and
6. Authorization to use available fund balances to hire up to ten (10) limited-term staff, as needed, to support and implement SCAG's Enterprise Resource Planning (ERP) project, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC) adopt Resolution No. 25-672-1 approving a second amendment to the Fiscal Year 2024-25 Comprehensive Budget including:

1. A second amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$14,105,947, increasing the FY 2024-25 OWP Budget from \$426,717,421 to \$440,823,368;
2. A second amendment to the Indirect Cost Budget, in the amount of \$174,032, increasing the Indirect Cost Budget from \$35,156,049 to \$35,330,081;
3. A second amendment to the General Fund Budget in the amount of \$15,764, increasing the General Fund Budget from \$3,224,698 to \$3,240,462;
4. A first amendment to the Transportation Development Act (TDA) Other Work Program Budget, in the amount of (\$3,000), decreasing the TDA Other Work Program Budget from \$774,265 to \$771,265;
5. Authorization to make administrative amendments to the FY 2024-25 OWP's Regional Early Action Planning Grants of 2021 (REAP 2.0) Budget to reflect the program updates and changes approved by the Department of Housing and Community Development (HCD). This authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner; and
6. Authorization to use available fund balances to hire up to ten (10) limited-term staff, as needed, to support and implement SCAG's Enterprise Resource Planning (ERP) project, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Staff recommends that the EAC and RC adopt Resolution No. 25-672-1 approving a second amendment (Budget Amendment 2) to the Fiscal Year 2024-25 Comprehensive Budget in the amount of \$14,166,511, including:

1. ***A second amendment to the Fiscal Year 2024-25 Overall Work Program (FY 2024-25 OWP) Budget in the amount of \$14,105,947, increasing the FY 2024-25 OWP Budget from \$426,717,421 to \$440,823,368;***

2. ***A second amendment to the Indirect Cost Budget, in the amount of \$174,032, increasing the Indirect Cost Budget from \$35,156,049 to \$35,330,081;***
3. ***A second amendment to the General Fund Budget in the amount of \$15,764, increasing the General Fund Budget from \$3,224,698 to \$3,240,462;***
4. ***A first amendment to the Transportation Development Act (TDA) Other Work Program Budget, in the amount of (\$3,000), decreasing the TDA Other Work Program Budget from \$774,265 to \$771,265;***
5. ***Authorization to make administrative amendments to the FY 2024-25 OWP's Regional Early Action Planning Grants of 2021 (REAP 2.0) Budget to reflect the program updates and changes approved by the Department of Housing and Community Development (HCD). This authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner, whichever is sooner; and***
6. ***Authorization to use available fund balances to hire up to ten (10) limited-term staff, as needed, to support and implement SCAG's Enterprise Resource Planning (ERP) project, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.***

BACKGROUND:

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

On November 7, 2024, the EAC and RC approved Amendment 1 to the FY 2024-25 Comprehensive Budget, including Overall Work Program (OWP), increasing the budget from \$403.7 million to \$434.6 million. The 2024-25 OWP budget was increased from \$396.1 million to \$426.7 million. The changes were primarily due to adjustments to account for the actual grant balances certified by Caltrans, adjust for other carryovers for various Federal, State, and Local funding sources, and program new and additional one-time special grants such as Office of Traffic Safety (OTS), Caltrans Sustainable Transportation Planning Grants Program, Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG).

DISCUSSION:

A. Budget Amendment

Staff recommends that the EAC and RC approve Budget Amendment 2 to the FY 2024-25 Comprehensive Budget in the amount of \$14,166,511, increasing the FY 2024-25 Comprehensive Budget from \$434.6 million to \$448.7 million. Table 1 shows the changes to the FY 2024-25 Comprehensive Budget Funding Sources:

Table 1. FY 2024-25 Comprehensive Budget Funding Sources			
FUNDING SOURCES	FY25 Amend #1	Change	FY25 Amend #2
FHWA PL - Metropolitan Planning	29,217,057	(149,816)	29,067,241
FTA 5303 - Metropolitan Planning	17,414,572	(254,623)	17,159,949
FHWA SPR - Strategic Partnerships	500,000	-	500,000
FTA 5304 - Strategic Partnerships Transit	500,000	-	500,000
Federal Other	16,623,574	7,466,584	24,090,158
Carbon Reduction Program (CRP)	10,351,736	19,930,262	30,281,998
Congestion Mitigation and Air Quality (CMAQ)	2,424,178	3,154,254	5,578,432
Surface Transportation Block Grant Program (STBG)	1,465,323	7,402,326	8,867,649
SB 1 - Sustainable Communities Formula Grants	9,060,758	1	9,060,759
SHA - Sustainable Communities Grants	299,959	-	299,959
TDA	10,516,359	(174,279)	10,342,080
State Other	4,919,506	1,050,690	5,970,196
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	1,618,152	-	1,618,152
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	215,442,243	-	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,618,913	-	16,618,913
In-Kind Commitments	6,149,085	(52,400)	6,096,685
Cash/Local Other	84,674,911	(24,270,052)	60,404,859
General Fund	3,224,698	15,764	3,240,462
Net Projected Indirect Cost and Fringe Benefits Cost Carryforward	3,548,304	47,800	3,596,104
TOTAL FUNDING SOURCES	434,569,328	14,166,511	448,735,839

i. FY 2024-25 Overall Work Program (OWP)

Budget Amendment 2 to the FY 2024-25 Comprehensive Budget includes an increase to the FY 2024-25 OWP in the amount of \$14,105,947, increasing the FY 2024-25 OWP budget from \$426.7 million to \$440.8 million. Table 2 shows the changes to the FY 2024-25 OWP Funding Sources:

Table 2. FY 2024-25 OWP Funding Sources			
OWP FUNDING SOURCES	FY25 Amend #1	Change	FY25 Amend #2
FHWA PL - Metropolitan Planning	29,217,057	(149,816)	29,067,241
FTA 5303 - Metropolitan Planning	17,414,572	(254,623)	17,159,949
FHWA SPR - Strategic Partnerships	500,000	-	500,000
FTA 5304 - Strategic Partnerships Transit	500,000	-	500,000
Federal Other	16,623,574	7,466,584	24,090,158
Carbon Reduction Program (CRP)	10,351,736	19,930,262	30,281,998
Congestion Mitigation and Air Quality (CMAQ)	2,424,178	3,154,254	5,578,432
Surface Transportation Block Grant Program (STBG)	1,465,323	7,402,326	8,867,649
SB 1 - Sustainable Communities Formula Grants	9,060,758	1	9,060,759
SHA - Sustainable Communities Grants	299,959	-	299,959
TDA	9,742,094	(171,279)	9,570,815
State Other	4,919,506	1,050,690	5,970,196
Regional Early Action Planning (REAP) 2019 Grants (REAP 2019)	1,618,152	-	1,618,152
Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	215,442,243	-	215,442,243
MSRC Last Mile Freight Program (LMFP) Grant	16,618,913	-	16,618,913
In-Kind Commitments	6,149,085	(52,400)	6,096,685
Cash/Local Other	84,370,271	(24,270,052)	60,100,219
TOTAL FUNDING SOURCES	426,717,421	14,105,947	440,823,368

- 1) **(\$150K)** decrease for FHWA PL and **(\$255K)** decrease for FTA 5303 (Consolidated Planning Grants (CPG) funds) based on the Final FY 2024-25 Formula CPG Allocations letter issued by Caltrans;
- 2) **\$7.5 million** increase for Federal Other to program new grants and renewal allocation funding, which are currently pending grant agreement and amendment executions:
 - a. \$1.4 million in Strategic Innovation for Revenue Collection (SIRC) program to explore innovative user-based alternative revenue mechanisms;
 - b. \$6.0 million in 2024 Safe Streets and Roads for All (SS4A) grant to install semi-permanent pedestrian safety infrastructure in partnership with the Los Angeles Department of Transportation (LADOT);
 - c. \$115K in Year 5 of the Department of Energy (DOE) Clean Cities Coalition Network Outreach, Education and Performance Tracking Program funds;
- 3) **\$19.9 million** increase for the Carbon Reduction Program (CRP), **\$3.2 million** increase for Congestion Mitigation and Air Quality (CMAQ) and **\$7.4 million** increase for Surface Transportation Block Grant (STBG) to program full/multi-year funding for the existing projects. Some of these funds are still pending funding authorization by Caltrans;
- 4) **(\$171K)** net reduction for Transportation Development Act (TDA):

- a. (\$233K) net reduction primarily due to switching the match fund source from TDA to Toll Credit for CRP funding, and programming TDA match for the new grants such as SIRC and SS4A;
 - b. \$48K increase for Consultant and travel costs;
 - c. \$14K net increase for various Full-Time equivalent (FTE) allocation updates;
- 5) **\$1.1 million** increase for State Other funds due to programming of Active Transportation Program (ATP) Cycle 7 funding to support 2024 Sustainable Communities Program (SCP) Active Transportation and Safety Program. The allocation process and funding authorization by Caltrans is still pending; and
- 6) **(\$24.3 million)** net decrease for In-Kind/Cash/Local Other due to:
- a. (\$26.0 million) decrease for Last Mile Freight Program (LMFP) in-kind contributions from partner agencies to reflect the updated project scope and budget;
 - b. \$1.6 million combined increase for the 2024 SS4A and SIRC grants' in-kind contributions from partner agencies;
 - c. \$161K increase for cash contribution by a partner agency for a REAP 2.0 project;
 - d. (\$52K) decrease for in-kind match for various transportation planning projects that are funded by CPG and SB1.

Table 3 shows the changes to the FY 2024-25 OWP expenditures:

Table 3. FY 2024-25 OWP Expenditures			
OWP EXPENDITURES	FY25 Amend #1	Change	FY25 Amend #2
Salaries, Allocated Fringe Benefits and Indirect Cost	55,948,645	89,063	56,037,708
Consultants*	60,936,112	9,782,752	70,718,864
Consultants-Technical Assistance/Pass-Through Payments	193,604,144	17,462,888	211,067,032
Non-Profits/IHL	10,500	-	10,500
In-Kind Commitments	6,149,085	(52,400)	6,096,685
Cash/Local Other	83,825,061	(24,431,052)	59,394,009
Other Costs	26,243,874	11,254,696	37,498,570
TOTAL EXPENDITURES	426,717,421	14,105,947	440,823,368
*Consultants includes Consultants and Consultant Toll Credits			

- 1) **\$89K** increase in Salaries, Allocated Fringe Benefits and Allocated Indirect Costs due to the staffing changes and various FTE allocation changes (please see **Salary Schedule Update and Personnel Changes** section below);
- 2) **\$9.8 million** increase in Consultants:

- a. **\$16.5 million** and **\$2.8 million** increase for CPR and STBG funding respectively to program full/multi-year Consultant costs for existing projects;
 - b. **(\$9.5 million)** reduction for CRP, 2023 SS4A and TDA Consultant costs to shift from Consultant to Consultants-Technical Assistance cost category; and
 - c. **\$104K** combined increase for Consultant costs for the Regional Early Action Planning of 2019 (REAP 1.0) and Inclusive Economic Recovery Strategy (IERS) projects;
- 3) **\$17.5 million** increase for Consultant-Technical Assistance/Pass-Through Payments:
- a. **\$9.5 million** increase for CRP, 2023 SS4A and TDA to shift from Consultant to Consultants-Technical Assistance cost category;
 - b. **\$1.1 million** increase for ATP Cycle 7 Consultant-Technical Assistance costs to support the 2024 SCP ATP program;
 - c. **\$5.7 million** increase for 2024 SS4A to pass through the funding to LADOT, for a project entitled, SCAG Events and Games Pedestrian Safety Program;
 - d. **\$1.1 million** increase for SIRC to pass through the funding to a partner agency who was co-applicant of the grant award; and
 - e. **\$161K** increase for cash contribution from a partner agency to support one of the REAP 2.0 projects;
- 4) **(\$24.4 million)** combined net decrease for In-Kind Commitments and Cash/Local Other, primary due to the previously mentioned LMFP in-kind contributions reduction;
- 5) **\$11.3 million** increase for Other Costs, primarily due to programming set-aside for future fiscal years' labor budget for special grants such as \$3.0 million for CRP (inclusive of TDA match), \$3.2 million for CMAQ, \$4.6 million for STBG, and \$0.4 million for REAP 2.0 and DOE.

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

REAP 2.0 Program Budget

As previously reported in FY 2024-25 Budget Amendment 1, staff revised the grant scope document and submitted it to the Department of Housing and Community Development (HCD) for review and approval. Following HCD's approval of our revised REAP 2.0 scope, staff will execute the necessary documents with HCD to amend our grant agreement and budget. In order to expeditiously implement the revised scope without any delay and to maximize the use of REAP 2.0 funding staff is seeking authorization to:

- 1) Reallocate funds between approved projects,
- 2) Increase or decrease approved project budgets, including eliminating funding for projects that are not likely to be completed within the timeframe allowable under the REAP 2.0 guidelines,
- 3) And shift available funding to SCAG administered regional projects and ATP projects

Changes would be implemented as deemed necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments would be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

CEQA Compliance

To the extent the OWP contains projects requiring a discretionary decision by SCAG, the projects are subject to the California Environmental Quality Act (CEQA). Where SCAG is undertaking these projects, it will comply with CEQA. Generally, based on experience, projects where SCAG is undertaking a project are anticipated to be exempt from CEQA based on statutory requirements (the CEQA definition of a project, planning and/or feasibility studies) and/or the project falling into one or more of the categories of projects that are considered exempt under CEQA Guidelines. Projects programmed in the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) and their amendments are required to undergo an environmental review by the lead agency at the project level. To the extent SCAG is providing funding to the projects via federal and state grants, such projects are subject to agreements with SCAG which require the grant recipient to undertake an environmental review at the project level.

ii. Indirect Cost Budget

This Budget Amendment results in an increase of **\$174,032** to the Indirect Cost Budget, increasing the budget from \$35,156,049 to \$35,330,081. The proposed changes include:

- \$63,112 net increase in Salaries and Allocated Fringe Benefits due to staffing and FTE allocation changes;
- \$110,920 net increase in various cost categories, including but not limited to Temporary Staff, Co-location Services, SCAG Membership, Printing and Travel costs to support operational activities.

The amended Indirect Cost Budget includes \$35.33 million for staff salaries, fringe benefits, and other non-labor costs not attributable to an individual direct program.

iii. General Fund Budget

This Budget Amendment results in an increase of **\$15,764** to the General Fund Budget, increasing the total budget from \$3,224,698 to \$3,240,462. The increase is primarily to account for the FTE allocation changes for staff.

B. Enterprise Resource Planning (ERP) Modernization Initiative

SCAG currently utilizes Microsoft Dynamics Great Plains (Microsoft GP) in combination with its Financial Management System (FMS) as the primary financial system of record. However, Microsoft has announced that it will discontinue support for Microsoft GP on December 31, 2029. Given that the existing systems are becoming outdated, SCAG recognizes the need for a more modern, integrated system to support and streamline key business processes such as financial reporting, grant management, project management, procurement, and human resources activities.

To address these challenges and ensure long-term operational sustainability, SCAG will initiate a comprehensive discovery process to assess and select a new Enterprise Resource Planning (ERP) system. The goal is to replace the current siloed financial systems with a unified ERP platform that automates manual processes, eliminates redundancies, and integrates financial and operational data across departments. This will provide actionable insights, enabling more informed decision-making and enhanced operational efficiency.

The implementation of a new ERP system will be a multi-year, agency-wide effort. To ensure its success, significant staff involvement will be required to manage both the workload and cross-divisional collaboration necessary for such a complex project. Therefore, staff is requesting approval for the Executive Director to hire up to ten (10) limited-term positions to support the discovery and implementation phases and to establish a cross-functional project team.

Funding for the full implementation of the ERP system will be addressed in a future phase. Staff expects to return to the Executive Administration Committee and Regional Council in late 2025, following the completion of the discovery phase, with a more detailed project overview and a formal request for implementation funding.

C. Salary Schedule Update and Personnel Changes

Budget Amendment 2 includes a net increase of one additional position, removal of an upgrade, and addition of upgrades, as proposed in **Attachment 3**. These changes will result in a net increase of 1 position, which will increase the total position count from 235 to 236 with an approximate total net increase of \$42,377 for the FY 2024-25 Budget and an annual ongoing impact of \$183,483. These staffing changes will be incorporated into FY 2025-26 Budget through FY 2025-26 Budget Amendment 1.

In addition, staff would like to request pre-authorization to conduct two Modeling Supervisor upgrades. Human Resources recently completed the assessment of these upgrades to ensure alignment with organizational needs; however, due to the timing, the budget impacts of these upgrades were not incorporated in this Budget Amendment. The estimated impact for the FY 2024-25 Budget is \$17,082 with an annual ongoing impact of \$68,327. The budget impacts of these upgrades will be included in FY 2025-26 Budget Amendment 1.

Lastly, included in this amendment is an update to the Salary Schedule to add a new Legislative Affairs Supervisor classification to enhance the planning, coordination, and management of SCAG’s legislative initiatives and outreach efforts. This position will assume responsibility for overseeing the Legislative Communications & Membership Committee, supervising the Legislative Affairs team, and supporting the Government Relations Department in coordinating and prioritizing outreach events. The Legislative Affairs Supervisor will provide additional leadership support to the Legislative Affairs and Government Relations functions while managing key responsibilities. Staff is still evaluating the classification of the position based on the experience and expertise needed for the position to be successful. Following the evaluation process, a higher job grade for the Legislative Affairs Supervisor classification may be recommended. If a higher job grade for the classification is recommended, staff is requesting pre-authorization to move forward with the recruitment and hiring of the position at the recommended classification with the higher job grade level and the resulting fiscal impact, if needed, will be included in the FY 2025-26 Budget Amendment 1. Upon approval, the salary schedule will be updated to include the Legislative Affairs Supervisor classification as shown below:

Classification	Minimum	Minimum Hourly	Midpoint	Midpoint Hourly	Maximum	Maximum Hourly
Legislative Affairs Supervisor	\$109,199.64	\$52.50	\$128,309.58	\$61.69	\$147,419.52	\$70.87

FISCAL IMPACT:

Budget Amendment 2 increases the FY 2024-25 Comprehensive Budget in the amount of \$14.2 million increasing the FY 2024-25 Comprehensive Budget from \$434.6 million to \$448.7 million, which includes an increase to the FY 2024-25 OWP in the amount of \$14.1 million, increasing the OWP budget from \$426.7 million to \$440.8 million. After approval by the EAC and RC, Amendment 2 to the FY 2024-25 OWP will be submitted to Caltrans for final approval.

ATTACHMENT(S):

1. Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25 Comprehensive Budget including the Overall Work Program (OWP)
2. Attachment 2 - List of Budget Changes - FY 2024-25 Comprehensive Budget Amendment 2
3. Attachment 3 - List of Personnel Changes - FY 2024-25 Comprehensive Budget Amendment 2



RESOLUTION NO. 25-672-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 2 TO THE FISCAL YEAR 2024-25 COMPREHENSIVE BUDGET, INCLUDING THE OVERALL WORK PROGRAM (OWP)

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

REGIONAL COUNCIL OFFICERS

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COMMITTEE CHAIRS

Executive/Administration Curt Hagman County of San Bernardino

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

Energy & Environment Jenny Crosswhite, Santa Paula

Transportation Tim Sandoval, Pomona

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

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

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

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

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

WHEREAS, SCAG’s Regional Council approved the FY 2024-25 Comprehensive Budget including the OWP in May 2024, which was subsequently approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in May 2024, and the Regional Council subsequently approved Amendment 1 to the FY 2024-25 Comprehensive Budget including OWP in November 2024; and

WHEREAS, Amendment 2 to the FY 2024-25 Comprehensive Budget, including the OWP, will result in: an OWP budget increase of 14,105,947, from \$426,717,421 to \$440,823,368; an Indirect Cost budget increase of \$174,032, from \$35,156,049 to \$35,330,081; a General Fund budget increase of \$15,764, from \$3,224,698 to \$3,240,462; a Transportation Development Act (TDA) Other Work Program budget decrease of \$3,000, from \$774,265 to \$771,265; and

WHEREAS, Amendment 2 to the FY 2024-25 Comprehensive Budget including the OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG’s Regional Council on April 3, 2025.

Attachment: Resolution No. 25-672-1 Approving Amendment 2 to the FY 2024-25 Comprehensive Budget including the Overall Work Program

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the Amendment 2 to the FY 2024-25 Comprehensive Budget including the OWP, and as further described in the recitals above, is approved and adopted.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes submittal of Amendment 2 to the FY 2024-25 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG’s approved FY 2024-25 Indirect Cost Rate Proposal (ICRP) to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
5. The SCAG Bylaws give the SCAG Executive Director authority to administer the Personnel Rules. In accordance with that authority, the SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to make administrative amendments to the FY 2024-25 Comprehensive Budget including the OWP to implement the Personnel Rules.
6. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget amendments to SCAG’s FY 2024-25 Comprehensive Budget including the OWP, based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
7. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG’s OWP, and this includes submittal and execution of the required program updates to the Department of Housing and Community Development (HCD) for REAP 2.0 funding, as well as Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs, which includes grant projects entitled:
 - a. The Soboba Tribal Climate Change Adaptation Plan,
 - b. Southern California Airport Passenger Surface Transportation Study, and
 - c. Planning for Main Streets
8. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2024-25 OWP’s REAP 2.0 Budget to reflect the program updates and changes approved by HCD. This authorization includes the ability

to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

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

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of April, 2025.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

FY 2024-25 Comprehensive Budget Amendment 2, including FY 2024-25 OWP Amendment 2 - Formal Amendment
List of Budget Changes

Director	Project Task No.	Project Task Name	Category	Budget Change	IC (Non-OWP)	GF (Non-OWP)	TDA (Non-OWP)	CPG FHWA_PL	CPG FTA_5303	CRP	STBG	CMAQ	TDA	FTA 5304	Federal Other	FY23 SB1 Formula	FY24 SB1 Formula	2023 SS4A	2024 SS4A	REAP AB 101	REAP 2021	DOE	ATP	Cash/Local Other	In-Kind Commitments	Justification
Sarah Jepson	010.0170.01	RTP Amendments, Management and Coordination	SCAG	(146,447)				(129,649)																	(16,798)	FTE Adjustment
Sarah Jepson	010.0170.09	Performance-Based Planning and Programming Improvement	SCAG	(97,622)				(86,425)																	(11,197)	FTE Adjustment
Sarah Jepson	010.1631.02	Transportation Demand Management (TDM) Planning	SCAG	128,681					113,921																14,760	FTE Adjustment
Sarah Jepson	010.1631.04	Congestion Management Process (CMP)	SCAG	19,347				17,128																	2,219	FTE Adjustment, Task Manager Update
Sarah Jepson	010.1631.08	Transportation System Management and Operations	SCAG	(79,050)				(69,983)																	(9,067)	FTE Adjustment
Sarah Jepson	010.1631.08	Transportation System Management and Operations	SCAG																							Task Manager Update
Sarah Jepson	010.2106.02	System Management and Preservation	SCAG	(29,980)				(26,541)																	(3,439)	FTE Adjustment
Sarah Jepson	010.2106.02	System Management and Preservation	SCAG																							Task Manager Update
Sarah Jepson	015.0159.01	RTP Financial Planning	SCAG	27,888				24,689																	3,199	FTE Adjustment
Sarah Jepson	015.4909.01	Regional Transportation Plan Technical Support	SCAG	(65,825)				(58,274)																	(7,551)	FTE Adjustment
Sarah Jepson	020.0161.04	Environmental Compliance, Coordination & Outreach	SCAG	3,770				3,338																	432	Changes associated with staffing changes
Sarah Jepson	020.0161.05	Intergovernmental Review (IGR)	SCAG	(32,877)				(29,106)																	(3,771)	FTE Adjustment
Sarah Jepson	020.0161.05	Intergovernmental Review (IGR)	SCAG	1,885				1,669																	216	Changes associated with staffing changes
Sarah Jepson	025.0164.01	Air Quality Planning and Conformity	SCAG	6,284				5,563																	721	Changes associated with staffing changes
Sarah Jepson	030.0146.02	Federal Transportation Improvement Program	SCAG	264,523					234,183																30,340	FTE Adjustment
Sarah Jepson	030.0146.03	Federal Project Selection, Monitoring, and Management	SCAG	47,574									47,574													FTE Adjustment
Sarah Jepson	030.0146.03	Federal Project Selection, Monitoring, and Management	SCAG																							Task Manager Update
Sarah Jepson	045.0694.01	GIS Development & Applications	SCAG	75,136				66,518																	8,618	FTE Adjustment
Sarah Jepson	045.0694.03	Professional GIS Services Program Support	SCAG	(71,649)				(63,431)																	(8,218)	FTE Adjustment
Sarah Jepson	045.0694.03	Professional GIS Services Program Support	SCAG	71,649				63,431																	8,218	FTE Adjustment
Sarah Jepson	045.0694.04	GIS Modeling and Analytics	SCAG	(2,518)				(2,229)																	(289)	FTE Adjustment
Sarah Jepson	045.0694.07	AI / Big Data Research and Development, AI / Big Data Readiness Research	SCAG	130,890				115,877																	15,013	FTE Adjustment
Sarah Jepson	045.0694.07	AI / Big Data Research and Development, AI / Big Data Readiness Research	SCAG																							Task Manager Update
Sarah Jepson	050.0169.01	Complete Streets: RTP/SCS Active Transportation Dev. & Implementation	SCAG	(63,520)				(56,234)																	(7,286)	FTE Adjustment
Sarah Jepson	050.0169.10	RTP/SCS Active Transportation Dev. & Implementation	SCAG	(12,159)				(10,764)																	(1,395)	FTE Adjustment
Sarah Jepson	050.0169.11	Active Transportation Program	SCAG	(49,697)				(43,997)																	(5,700)	FTE Adjustment
Sarah Jepson	050.4920.01	Go Human Evolution	SCAG	(27,251)				(24,125)																	(3,126)	FTE Adjustment
Sarah Jepson	055.0133.06	University Partnership & Collaboration	SCAG	(47,638)				(42,174)																	(5,464)	FTE Adjustment
Sarah Jepson	055.0704.02	Region Wide Data Coordination	SCAG	15,700				13,899																	1,801	FTE Adjustment
Sarah Jepson	060.0124.01	Multimodal Corridor Planning	SCAG	(35,898)				(31,780)																	(4,118)	FTE Adjustment
Sarah Jepson	060.0124.01	Multimodal Corridor Planning	SCAG																							Steps/Products Update
Sarah Jepson	065.4876.01	Priority Agricultural Lands	N/A	-																						Steps/Products Update
Sarah Jepson	070.0130.10	Model Enhancement and Maintenance	SCAG	(27,896)				(24,697)																	(3,199)	FTE Adjustment
Sarah Jepson	070.2665.01	Scenario Planning and Modeling	SCAG	(53,348)				(47,229)																	(6,119)	FTE Adjustment
Sarah Jepson	095.1533.01	Regional Transportation Plan Outreach	SCAG	(98,070)				(86,821)																	(11,249)	FTE Adjustment
Sarah Jepson	095.1533.02	Regional Planning & Policy Intern Program	SCAG																							Task Manager Update
Javiera Cartagena	095.1633.01	Public Involvement	SCAG	(98,070)				(86,821)																	(11,249)	Changes associated with staffing changes
Sarah Jepson	095.1633.01	Public Involvement	SCAG	10,955					9,698																1,257	FTE Adjustment
Javiera Cartagena	095.4906.01	Tribal Government Engagement	SCAG	(17,141)				(15,175)																	(1,966)	Changes associated with staffing changes
Sarah Jepson	100.1630.04	Regional ITS Architecture Update - Phase 2	SCAG	4,295				3,803																	492	FTE Adjustment
Sarah Jepson	100.1630.04	Regional ITS Architecture Update - Phase 2	SCAG																							Task Manager Update

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FY 2024-25 Comprehensive Budget Amendment 2, including FY 2024-25 OWP Amendment 2 - Formal Amendment
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Director	Project Task No.	Project Task Name	Category	Budget Change	IC (Non-OWP)	GF (Non-OWP)	TDA (Non-OWP)	CPG FHWA_PL	CPG FTA_5303	CRP	STBG	CMAQ	TDA	FTA 5304	Federal Other	FY23 SB1 Formula	FY24 SB1 Formula	2023 SS4A	2024 SS4A	REAP AB 101	REAP 2021	DOE	ATP	Cash/Local Other	In-Kind Commitments	Justification		
Sarah Jepson	100.4901.01	Broadband Planning	SCAG	(16,907)				(14,969)																	(1,938)	FTE Adjustment		
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	Steps/Products Update	-																							Steps/Products update	
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	SCAG	(6,686)						(5,919)			(767)													-	FTE Adjustment	
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	SCAG	844,292						843,525			767													-	FTE Adjustment; increased Misc Labor Budget to program additional grant funding	
Sarah Jepson	100.4911.01	Smart Cities Strategic Plan	CON	8,745,598						8,745,598																-	Increased Consultant budget to program additional grant funding	
Sarah Jepson	100.4911.02	Transportation User Fee - Planning Groundwork Project Phase II	Steps/Products Update	-																							Steps/Products update	
Sarah Jepson	100.4911.02	Transportation User Fee - Planning Groundwork Project Phase II	SCAG	43,844				38,814																		5,030	FTE Adjustment	
Sarah Jepson	100.4911.03	SB743 Mitigation Support	Steps/Products/Task Manager Update	-																							Steps/Products and Task Manager update	
Sarah Jepson	100.4911.04	Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study	CON	-									-													-	Consultant GL update	
Sarah Jepson	100.4911.04	Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study	N/A	-																							Steps/Products update	
Sarah Jepson	115.4912.01	Clean Technology Program	SCAG	(25,363)				(22,454)																		(2,909)	FTE adjustment	
Cindy Giraldo	120.0175.01	OWP Development & Administration	SCAG	161,316					142,813																	18,503	FTE adjustment	
Sarah Jepson	120.0175.01	OWP Development & Administration	SCAG	(383,092)				187,358	(526,510)																	(43,940)	FTE adjustment; decreased CPG Misc Labor Budget based on the FY25 Final CPG Allocation amounts	
Sarah Jepson	130.0162.02	Regional Partner Agency Collaboration	SCAG	(18,361)				(16,255)																		(2,106)	FTE adjustment	
Sarah Jepson	130.0162.02	Regional Partner Agency Collaboration	Steps/Products/Task Manager Update	-																							Steps/Products/Task Mgr Update	
Sarah Jepson	130.0162.18	Goods Movement Planning	SCAG	25,363				22,454																		2,909	FTE adjustment	
Sarah Jepson	130.0162.18	Goods Movement Planning	SCAG	1,886				14,558					(14,558)														1,886	GL update
Sarah Jepson	130.0162.20	Comprehensive Sustainable Freight Plan	SCAG	-						-																		Fund Source Update
Sarah Jepson	130.0162.20	Comprehensive Sustainable Freight Plan	SCAG	1,629,902						1,629,902																		Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	130.0162.20	Comprehensive Sustainable Freight Plan	CON	3,208,542						3,208,542																		Consultant budget and GL update
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	SCAG	-																								Steps/Products update, Added Misc. Labor per FTE decrease
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	SCAG	(13,649)						(12,084)			(1,565)															FTE adjustment
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	SCAG	550,031						548,466			1,565															FTE Adjustment; increased Misc Labor Budget to program additional grant funding
Sarah Jepson	130.0162.21	Last Mile Freight Program Phase 2	CON	4,000,000						4,000,000																		Increased Consultant budget to program additional grant funding
Sarah Jepson	130.0162.22	Alternative Technology Assessment for Freight	CON	500,000						500,000																		Increased Consultant budget to program additional grant funding
Sarah Jepson	140.0121.01	Transit Planning	SCAG	(17,531)					(15,520)																	(2,011)	FTE adjustment	
Sarah Jepson	140.0121.02	Passenger Rail Planning	SCAG	(27,551)					(24,391)																	(3,160)	FTE adjustment	
Sarah Jepson	145.4956.01	Southern California Airport Passenger Surface Transportation Study	SCAG	886									1,564	(678)														FTE adjustment
Sarah Jepson	145.4956.01	Southern California Airport Passenger Surface Transportation Study	SCAG	(886)									(1,564)	678														FTE adjustment
Sarah Jepson	145.4956.01	Southern California Airport Passenger Surface Transportation Study	Steps/Products/Task Manager Update	-																								Task Manager/Steps update
Sarah Jepson	145.4957.01	Planning for Main Streets	SCAG	-									5,282	(5,282)														FTE adjustment
Sarah Jepson	145.4957.01	Planning for Main Streets	SCAG	-									(5,282)	5,282														FTE adjustment
Sarah Jepson	145.4957.01	Planning for Main Streets	Steps/Products/Task Manager Update	-																								Steps/Products update
Sarah Jepson	225.3564.19	FY24 OTS - Pedestrian and Bicycle Safety Program	SCAG	1,333									1,333															Increased travel budget
Sarah Jepson	225.4955.01	Safe Streets and Roads for All	CON	1,050,690																				1,050,690			Increased Consultant budget to program additional grant funding	
Sarah Jepson	225.4955.01	Safe Streets and Roads for All	CON	(4,395,422)														(4,395,422)										Updated Consultant GL to Consultant-TA
Sarah Jepson	225.4955.01	Safe Streets and Roads for All	CON	4,395,422														4,395,422										Updated Consultant GL to Consultant-TA
Sarah Jepson	225.4955.02	2024 Safe Streets and Roads for All	CON	7,500,000									68,750											1,431,250		-	Added Consultant budget for a new grant	
Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	SCAG	151,721									54,661		97,060													Added FTE for a new grant

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Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	SCAG	317,227									114,287		202,940											Added Misc Labor for a new grant	
Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	CON	1,051,584											1,051,584											Added Consultant budget for a new grant	
Sarah Jepson	225.4971.01	User-Based Alternative Revenue Mechanism Interoperability and Equity	CON	168,948																			168,948	-	Added in-kind match for a new grant		
Sarah Jepson	230.0174.05	Regional Aviation Program Development and Implementation in support of RTP/SCS	SCAG	(40,942)				(36,246)																	(4,696)	FTE adjustment	
Sarah Jepson	230.0174.05	Regional Aviation Program Development and Implementation in support of RTP/SCS	Task Manager Update																							Task Manager update	
Sarah Jepson	235.4900.01	Local Information Services Team (LIST)	SCAG	47,639				42,175																	5,464	FTE adjustment	
Sarah Jepson	235.4900.02	Local Technical Assistance and Toolbox Tuesdays	SCAG	(36,383)									(36,383)													FTE adjustment	
Sarah Jepson	235.4900.02	Local Technical Assistance and Toolbox Tuesdays	Task Manager Update																							Task Manager update	
Sarah Jepson	267.1241.04	SCAG and DOE/NETL Clean Cities Coalition Coordination	SCAG	115,000																		115,000				Added additional grant funding in anticipation of the grant renewal	
Sarah Jepson	275.4823.08	Connect SoCal Implementation Call for Projects (SCP Call 4) (FY24 SB 1 Formula)	SCAG	-													-									FTE adjustment and Misc Labor budget adjustment	
Sarah Jepson	275.4882.03	Sustainable Communities Program (SCP) - Project Delivery (FY24 SB 1 Formula)	SCAG	129,802													114,913								14,889	FTE adjustment	
Sarah Jepson	275.4882.03	Sustainable Communities Program (SCP) - Project Delivery (FY24 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	275.4892.02	Sustainable Communities Program - 2020 Call 1 (ATP Cycle 5)	SCAG	(18,246)									(18,246)													FTE adjustment	
Sarah Jepson	275.4923.01	Highways to Boulevards Regional Study (FY23 SB 1 Formula)	Steps/Products Update																							Steps/Products update	
Sarah Jepson	290.4915.04	Connect SoCal-Development of 15-Minute Community Strategies (FY23 SB 1 Formula)	SCAG	-																						FTE adjustment	
Sarah Jepson	290.4827.03	Mobility Innovations & Incentives Study	SCAG	37,155									37,155													Task Manager update/FTE adjustment	
Sarah Jepson	290.4871.04	Connect SoCal Implementation (FY24 SB 1 Formula)	SCAG	-													-									FTE adjustment	
Sarah Jepson	290.4871.04	Connect SoCal Implementation (FY24 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	290.4871.05	Connect SoCal Implementation (FY25 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	290.4896.02	Regional Resiliency Analysis (FY23 SB 1 Formula)	Steps/Products Update	-																						Extending Steps and Products to 2/28/2026 per time extension request submitted to Caltrans	
Sarah Jepson	290.4915.02	Connect SoCal - Development of Land Use Strategies (FY24 SB 1 Formula)	SCAG	2,016									2,016													FTE adjustment	
Sarah Jepson	290.4915.04	Connect SoCal-Development of 15-Minute Community Strategies (FY23 SB 1 Formula)	SCAG	14,598												14,598										FTE adjustment	
Sarah Jepson	290.4915.04	Connect SoCal-Development of 15-Minute Community Strategies (FY23 SB 1 Formula)	SCAG	(14,597)												(14,597)										FTE adjustment	
Sarah Jepson	290.4924.01	Regional Housing Program	SCAG	(20,112)									(20,112)													FTE adjustment	
Sarah Jepson	290.4924.01	Regional Housing Program	SCAG																							Task Manager Update	
Sarah Jepson	290.4931.01	SCAG Regional Travel Survey (FY24 SB 1 Formula)	SCAG	(577,774)																				(447,972)	(14,889)	The task is closed; re-purposed the savings	
Sarah Jepson	290.4931.02	SCAG Regional Travel Survey (FY25 SB 1 Formula)	CON	447,972																			447,972			Shifted the local cash from .01 to .02 to continue the work	
Sarah Jepson	290.4947.01	Regional Partner Agency Collaboration (FY25 SB 1 Formula)	Steps/Products/Task Manager Update	-																						Steps/Products/Task Mgr Update	
Sarah Jepson	290.4951.01	CBO Strategy (FY25 SB 1 Formula)	SCAG	-																						FTE adjustment	
Sarah Jepson	300.4889.01	REAP 1.0 - SRP 1.0	CON	57,201																					57,201	Updated Consultant budget to reflect the actual	
Sarah Jepson	300.4889.01	REAP 1.0 - SRP 1.0	CON	(54,091)																					(54,091)	Re-allocated the funding to Consultant GL	
Sarah Jepson	300.4889.01	REAP 1.0 - SRP 1.0	CON	3,283																					3,283	Updated Consultant budget to reflect the actual	
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(25,575)																						(25,575)	FTE adjustment
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(16,633)																						(16,633)	FTE adjustment
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(62,708)																						(62,708)	FTE adjustment
Sarah Jepson	300.4891.01	REAP 1.0 - Reporting & Invoicing	SCAG	(200,209)																						(200,209)	FTE adjustment
Sarah Jepson	300.4891.02	REAP 1.0 - REAP Grant Program Management	SCAG	72,822																						72,822	FTE adjustment
Sarah Jepson	300.4891.02	REAP 1.0 - REAP Grant Program Management	SCAG	47,359																						47,359	FTE adjustment
Sarah Jepson	300.4891.02	REAP 1.0 - REAP Grant Program Management	SCAG	178,551																						178,551	FTE adjustment

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Sarah Jepson	303.4917.01	Economic Empowerment - New Funding and Partnerships	SCAG	16,352									16,352													FTE adjustment	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	CON	(2,482,530)																	(2,482,530)					Updated Consultant GL	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	CON	2,482,530																	2,482,530					Updated Consultant GL	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	SCAG	(175,629)																	(175,629)					FTE adjustment	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	SCAG	(114,220)																	(114,220)					FTE adjustment	
Sarah Jepson	305.4925.01	REAP 2.0 - PATH	SCAG	(430,627)																	(430,627)					FTE adjustment	
Sarah Jepson	305.4926.01	REAP 2.0 - TPP	CON	(770,272)																	(770,272)					Updated Consultant GL	
Sarah Jepson	305.4926.01	REAP 2.0 - TPP	CON	770,272																	770,272					Updated Consultant GL	
Sarah Jepson	305.4927.02	REAP 2.0 - DMTTA	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	SCAG	(11,522)																	(11,522)					FTE adjustment	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	SCAG	(7,493)																	(7,493)					FTE adjustment	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	SCAG	(28,251)																	(28,251)					FTE adjustment	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	CON	161,000																	-			161,000		Added cash match for Consultant work	
Sarah Jepson	305.4927.03	REAP 2.0 - SCP Call 4	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	Steps/Products/Task Manager Update	-																						Task Manager update	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	SCAG	148,696																	148,696					FTE adjustment	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	SCAG	96,705																	96,705					FTE adjustment	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	SCAG	364,591																	364,591					FTE adjustment	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	CON	(815,550)																	(815,550)					Updated Consultant GL	
Sarah Jepson	305.4927.04	REAP 2.0 - SRP 2.0	CON	815,550																	815,550					Updated Consultant GL	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	(35,287)																	(35,287)					FTE adjustment	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	(22,949)																	(22,949)					FTE adjustment	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	(86,521)																	(86,521)					FTE adjustment	
Sarah Jepson	305.4929.01	REAP 2.0 - Project Administration	SCAG	302,507																	302,507					FTE adjustment; Misc Labor budget adjustment	
Sarah Jepson	310.4874.01	Connect SoCal Development	SCAG	165,533				146,546																	18,987	FTE adjustment	
Sarah Jepson	310.4874.01	Connect SoCal Development	SCAG	9,036				8,000																		1,036	Increased travel budget
Sarah Jepson	310.4874.01	Connect SoCal Development	SCAG																							Steps/Products update	
Sarah Jepson	310.4874.02	Key Connections Strategy Team	SCAG	(29,978)				(26,539)																		(3,439)	FTE adjustment
Sarah Jepson	310.4874.03	Planning Studios	SCAG	(103,958)				(92,034)																		(11,924)	FTE adjustment
Sarah Jepson	310.4874.03	Planning Studios	Task Manager Update																								Task Manager Update
Sarah Jepson	310.4874.04	Connect SoCal Performance Measurement & Monitoring	SCAG	(78,367)				(69,379)																		(8,988)	FTE adjustment
Sarah Jepson	310.4883.01	Complete Streets: Transportation Safety	SCAG	59,289				52,488																		6,801	FTE adjustment
Sarah Jepson	310.4883.02	Transportation Safety	SCAG	52,400				46,390																		6,010	FTE adjustment
Sarah Jepson	315.4898.01	Last Mile Freight Program (MSRC)	Steps/Products/Task Manager Update	-																							Steps/Products update
Sarah Jepson	315.4898.01	Last Mile Freight Program (MSRC)	CON	(26,031,250)																				(26,031,250)		Update in-kind match	
Sarah Jepson	320.4902.01	Inclusive Economic Recovery Strategy (IERS) Implementation Grant	CON	46,833									46,833														Increased Consultant budget
Sarah Jepson	325.4950.01	RPI - Transportation Data Analytics Technical Assistance Program	SCAG	-																							Updated fund code
Sarah Jepson	325.4950.01	RPI - Transportation Data Analytics Technical Assistance Program	SCAG	-									13,775														Updated the funding from TDA to grant funding

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Sarah Jepson	325.4950.01	RPI - Transportation Data Analytics Technical Assistance Program	CON	-						45,880			(45,880)													Updated the funding from TDA to grant funding
Sarah Jepson	325.4950.02	Regional Pilot Initiative - Watts Rising E-Bike Lending Library	SCAG	-						-																Updated fund code
Sarah Jepson	325.4950.02	Regional Pilot Initiative - Watts Rising E-Bike Lending Library	SCAG	1,291						17,660			(16,369)													Updated the funding from TDA to grant funding; updated Misc Labor Budget to reflect the updated grant award amount
Sarah Jepson	325.4950.02	Regional Pilot Initiative - Watts Rising E-Bike Lending Library	CON	-						77,996			(77,996)													Updated the funding from TDA to grant funding
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	N/A	-																						Task Manager update
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	SCAG	-						-																Updated fund code
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	SCAG	-						35,906			(35,906)													Updated the funding from TDA to grant funding
Sarah Jepson	325.4950.03	Regional Pilot Initiative - Open Loop Fare Payment System Pilot Project	CON	-						281,015			(281,015)													Updated the funding from TDA to grant funding
Sarah Jepson	400.4958.01	2028 Games Freight TDM Implementation	SCAG	1,577,127								1,577,127														Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4959.01	2028 Games TDM Initiation Plan and Implementation	SCAG	-								-														Updated fund code
Sarah Jepson	400.4959.01	2028 Games TDM Initiation Plan and Implementation	CON	1,577,127								1,577,127														Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4959.01	2028 Games TDM Initiation Plan and Implementation	CON	-								-														Updated fund code
Sarah Jepson	400.4960.01	Active Transportation for the 2028 Games	SCAG	1,379,387							1,379,387															Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4961.01	Community Hub Toolkits	SCAG	1,893,552							1,893,552															Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	400.4961.01	Community Hub Toolkits	CON	2,500,000							2,500,000															Increased Consultant Budget to program additional grant funding
Sarah Jepson	500.4962.01	Federal Highway Funding Project Selection, Monitoring, and Delivery	SCAG	1,379,387							1,379,387															Increased Misc Labor Budget to program additional grant funding
Sarah Jepson	500.4962.01	Federal Highway Funding Project Selection, Monitoring, and Delivery	CON	250,000							250,000															Increased Consultant Budget to program additional grant funding
Javiera Cartagena	700.4743.06	Special Events	SCAG	(3,000)			(3,000)																			Shifting budget to 810-0120.06
Javiera Cartagena	800.0160.02	Legislation	SCAG	54,384		54,384																				Changes associated with staffing changes
Cindy Giraldo	800.0160.04	Other Non-Labor	SCAG	(6,000)		(6,000)																				Shifting budget to 800-0120.06
Javiera Cartagena	800.0160.06	General Assembly	SCAG	58,590		58,590																				Shifting budget from various tasks
Javiera Cartagena	800.0160.29	Special Events	SCAG	(91,210)		(91,210)																				Shifted budget to 800-0160.06
Carmen Flores	810.0120.04	Human Resources	SCAG	54,834	54,834																					Changes associated with staffing changes; increased Temp Staff budget to support operational needs
Javiera Cartagena	810.0120.06	Media & Public Affairs	SCAG	3,000	3,000																					Shifted budget from 700-4743.06
Cindy Giraldo	810.0120.07	Contracts Administration	SCAG	277,681	277,681																					Changes associated with staffing changes
Cindy Giraldo	810.0120.08	Accounting	SCAG	(113,281)	(113,281)																					FTE Adjustment
Jeff Elder	810.0120.09	Legal	SCAG	3,040	3,040																					Increased Professional Dues, Travel budget
Javiera Cartagena	810.0120.10	Legislation	SCAG	91,256	91,256																					Changes associated with staffing changes; increased SCAG Membership budget
Cindy Giraldo	810.0120.12	Budget & Grants	SCAG	(132,974)	(132,974)																					FTE Adjustment
Sarah Jepson	810.0120.16	Planning Administration	SCAG	24,613	24,613																					FTE Adjustment
Julie Shroyer	810.0120.17	Facilities Services	SCAG	-	-																					Budget neutral change within the same task
Sarah Jepson	810.0120.20	Planning Policy Development	SCAG	(54,137)	(54,137)																					FTE Adjustment
Julie Shroyer	811.1163.08	Infrastructure & Operations	SCAG	42,063	42,063																					Shifted budget from 811-1163.19
Julie Shroyer	811.1163.08	Infrastructure & Operations	SCAG	20,000	20,000																					Increased Co-location services budget for increased activities
Julie Shroyer	811.1163.19	Laptop & User Support	SCAG	(42,063)	(42,063)																					Shifted budget to 811-1163.18
		TOTAL		14,292,743	174,032	15,764	(3,000)	(149,816)	(254,623)	19,930,262	7,402,326	3,154,254	(171,279)	-	1,351,584	1	-	-	6,000,000	-	-	115,000	1,050,690	(24,270,052)	(52,400)	
		Indirect Cost Budget Change		(174,032)																						
		Net Projected Indirect Cost and Fringe Benefits		47,800																						
		Cost Carryforward																								
		TOTAL		14,166,511	174,032	15,764	(3,000)	(149,816)	(254,623)	19,930,262	7,402,326	3,154,254	(171,279)	-	1,351,584	1	-	-	6,000,000	-	-	115,000	1,050,690	(24,270,052)	(52,400)	

Attachment 2 - List of Budget Changes - FY 2024-25 Comprehensive Budget Amendment 2

FY 2024-25 Comprehensive Budget Amendment 2
List of Personnel Changes

No.	Division	Proposed Position	Work-Time (WT) Budget*	Allocated Fringe Benefits (FB)	Total (WT+FB)	Estimated FY25 Budget Impact	Ongoing Annual Impact
Removed Upgrade Request (n=1)							
1	HR	Department Manager upgrade	(49,404)**	(33,142)**	(82,546)	(82,546)	(82,546)
Position Upgrades (n=4)							
1	HR	HR Analyst II to Senior HR Analyst	17,384	11,306	28,690	28,690	28,690
2	HR	HR Analyst II to Senior HR Analyst	17,384	11,306	28,690	28,690	28,690
3	Planning	Assistant Regional Planner to Senior Regional Planner (budgeted at .25 FTE)	7,836	5,096	12,933	12,933	51,732
4	Planning	Associate Regional Planner to Senior Regional Planner (budgeted at .25 FTE)	2,712	1,764	4,476	4,476	17,905
Removed Position (n=1)							
1	GPA	Government Affairs Manager	(141,094)	(91,761)	(232,856)	(232,856)	(232,856)
New Position (n=1)							
1	GPA	Legislative Affairs Supervisor	117,618	76,493	194,111	194,111	194,111
New Limited Term Position (n=1) - budgeted at 0.5 FTE							
1	Finance	Senior Contracts Administrator	53,854	35,024	88,878	88,878	177,757
					Total	\$42,377	\$183,483
Pending Position Upgrades (n=2)							
1	Planning	Modeling Supervisor (calculated at .25 FTE)	5,175	3,366	8,541	8,541	34,164
2	Planning	Modeling Supervisor (calculated at .25 FTE)	5,175	3,366	8,541	8,541	34,164
					Total	\$17,082	\$68,327

*Work-Time Budget is calculated using mid rate and/or budgeted rate of the position.

**The fiscal impact of the Department Manager upgrade was estimated based on the difference between mid rate of the Department Manager and that of Principal HR Analyst. The fringe benefits rate was based on the estimated rate at the time of the draft FY25 Budget Development.

In addition, staff is requesting authorization to conduct two Modeling Supervisor upgrades. The budget impacts of the resulting upgrades will be reflected in FY 2025-26 Budget Amendment 01.



To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Ryan Laws, Associate Regional Planner
(213) 630-1470, laws@scag.ca.gov
Subject: Resolution No. 25-672-2 Authorizing Acceptance of CPRFG Funds to
Support Implementation of the LMFP

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

That the Regional Council approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program (LMFP).

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Last Mile Freight Program (LMFP) serves as SCAG's initial step toward implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin (SCAB), serving four of the six SCAG counties (Los Angeles, Orange, Riverside, and San Bernardino). SCAG is currently serving as the implementor of the LMFP in partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC) through a sole source contract totaling \$16.75 million in available funds to award.

On September 5, 2024, SCAG Executive Director Kome Ajise reported to the Regional Council about South Coast AQMD's successful application for a \$500 million U.S. Environmental Protection Agency (US EPA) Climate Pollution Reduction Grant (CPRG). As a sub-recipient to South Coast AQMD under this grant award, SCAG is set to receive \$51,500,000 (including \$1,500,000 for

administrative costs to support program implementation) for the LMFP. Staff seeks approval from the RC through a resolution to accept \$51,500,000 of CPRG funding to expand the LMFP and support deployment of Class 4 and 5 battery-electric vehicles.

BACKGROUND:

SCAG is serving as the implementor of the LMFP through a sole source contract with the Mobile Source Air Pollution Reduction Review Committee (MSRC). The first phase of the program is focused on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks, including ZE/NZE equipment and supporting infrastructure. Phase 1 currently includes \$16.75 million in available funds to award. This program was approved at the MSRC August 20, 2020 meeting, AQMD September 4, 2020 meeting, and SCAG Regional Council October 1, 2020 meeting.

SCAG partnered on the South Coast Air Quality Management District's (AQMD) application for the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality and National Competitiveness project (INVEST CLEAN), proposing to leverage this additional funding with the current LMFP. The application was submitted on April 1, 2024 and outlines a coordinated, large-scale regional effort for zero-emission vehicles and fueling infrastructure improvements to support the regional goods movement network.

In July 2024, U.S. EPA awarded South Coast AQMD a Climate Pollution Reduction Grant of nearly \$500 million for INVEST CLEAN. This grant includes \$51,500,000 (including \$1,500,000 for administrative costs to support program implementation) to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks. The award was recognized by the South Coast AQMD Board in September 2024 and authorization to execute contracts related to the grant was approved by the South Coast AQMD board on January 10, 2025.

As part of this authorization, SCAG is tasked with implementing items listed under Measure 2, Battery Electric Freight Vehicle Deployment Incentive Program, including:

- Administration of a rebate program to fund Class 4/5 battery-electric vehicles (issuing rebates with a maximum of \$67,000 per vehicle);
- Development of an implementation plan, with South Coast AQMD and U.S. EPA involvement, to detail how the rebate program will be administered;
- Include input from the local communities regarding how project priorities will be incorporated in the implementation plan; and
- Require vehicle scrappage to achieve the emission reduction goals.

FISCAL IMPACT:



If approved by the Regional Council, SCAG will receive \$51,500,000 in grant funding for vehicle deployment and for administrative support from the U.S. EPA, as a sub-recipient to South Coast AQMD. The funds will be utilized for supporting commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program. The funds will be programmed in a future amendment of the FY 2024-25 and/or FY 2025-26 Overall Work Program (OWP).

ATTACHMENT(S):

1. Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP
2. PowerPoint Presentation - Authorizing Acceptance of CPRG Funds for LMFP 2spp



RESOLUTION NO. 25-672-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT U.S. ENVIRONMENTAL PROTECTION AGENCY'S (U.S. EPA) CLIMATE POLLUTION REDUCTION GRANTS (CPRG) FUND IN THE AMOUNT OF \$51,500,000 TO IMPLEMENT SCAG'S LAST MILE FREIGHT PROGRAM (LMFP)

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

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

REGIONAL COUNCIL OFFICERS

President
Curt Hagman
County of San Bernardino

First Vice President
Cindy Allen, Long Beach

Second Vice President
Ray Marquez, Chino Hills

Immediate Past President
Jan C. Harnik, Riverside County
Transportation Commission

WHEREAS, SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LFMP), which is a component of a larger effort by MSRC to reduce emissions from goods movement.

WHEREAS, the LMFP serves as an important step towards implementing freight-related vehicle/equipment and infrastructure to support cleaner air goals throughout the South Coast Air Basin;

COMMITTEE CHAIRS

Executive/Administration
Curt Hagman
County of San Bernardino

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

Energy & Environment
Jenny Crosswhite, Santa Paula

Transportation
Tim Sandoval, Pomona

WHEREAS, SCAG was awarded grant funds in the amount of \$51,500,000 ("Funds") through the U.S. Environmental Protection Agency's (U.S. EPA) Climate Pollution Reduction Grants (CPRG) as a sub-recipient to the South Coast Air Quality Management District (South Coast AQMD);

WHEREAS, SCAG, in partnership with South Coast AQMD, will utilize the Funds to support the commercial deployment of Class 4 and 5 battery electric vehicles as part of SCAG's existing Last Mile Freight Program and require vehicle scrappage to achieve the emission reduction goals;

WHEREAS, SCAG will provide approximately \$67,000 of the Funds per vehicle to deploy up to 746 battery electric trucks; and

WHEREAS, SCAG will develop an implementation plan, with South Coast AQMD and U.S. EPA involvement, to detail how the rebate program will be administered, incorporating input from the local communities regarding project priorities.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Funds to support the implementation of the Last Mile Freight Program.

Attachment: Resolution No. 25-672-2 Authorizing Acceptance of CPRG Funds to Support Implementation of the LMFP (Resolution No. 25-672-2)

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes SCAG to accept funds in the amount of \$51,500,000 to support SCAG’s implementation of the Last Mile Freight Program; and
2. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of April, 2025.

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



\$51.5 Million Funding Award for SCAG Last Mile Freight Program (LMFP)

April 3, 2025

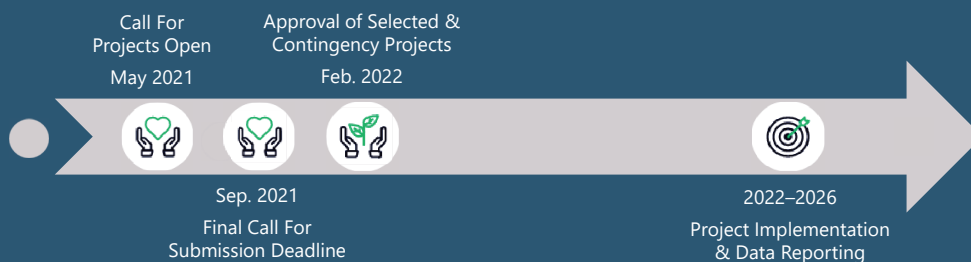
WWW.SCAG.CA.GOV

Program Overview



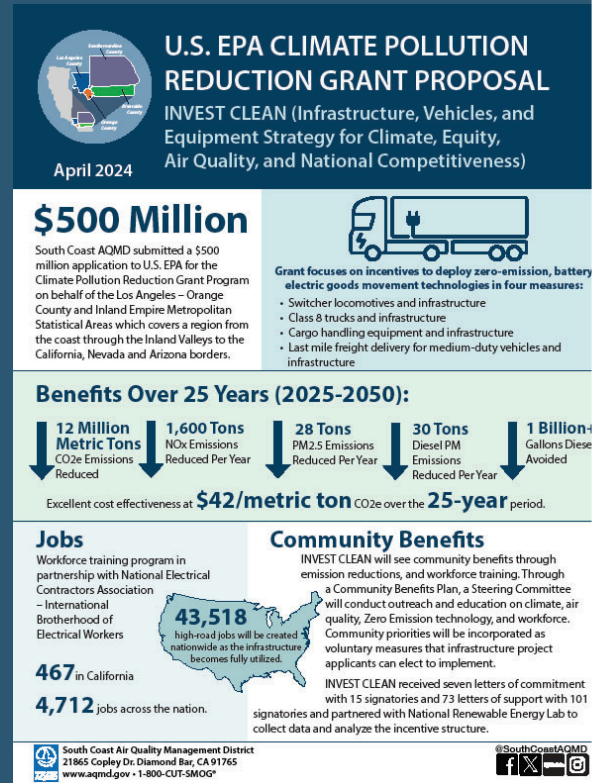
SCAG is serving as the implementor for the last mile component of the Mobile Source Air Pollution Reduction Review Committee (MSRC) Goods Movement Program (\$16.75 million award)

- Objective: Achieve emissions reduction of criteria air pollutants from last mile freight operations
- Phase 1 focuses on the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy- and/or medium-duty on-road trucks (including ZE/NZE equipment and supporting infrastructure).



AQMD INVEST CLEAN

- SCAG partnered on the South Coast AQMD's INVEST CLEAN application for Climate Pollution Reduction Grant (CPRG)
- U.S. EPA awarded South Coast AQMD nearly \$500 million for INVEST CLEAN
- SCAG to administer incentives for LMFP as sub-recipient under INVEST CLEAN Measure 2
 - \$51,500,000 to expand SCAG's LMFP specifically targeting Class 4 and 5 trucks



U.S. EPA CLIMATE POLLUTION REDUCTION GRANT PROPOSAL
INVEST CLEAN (Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness)
 April 2024

\$500 Million
 South Coast AQMD submitted a \$500 million application to U.S. EPA for the Climate Pollution Reduction Grant Program on behalf of the Los Angeles – Orange County and Inland Empire Metropolitan Statistical Areas which covers a region from the coast through the Inland Valleys to the California, Nevada and Arizona borders.

Grant focuses on incentives to deploy zero-emission, battery electric goods movement technologies in four measures:

- Switcher locomotives and infrastructure
- Class 8 trucks and infrastructure
- Cargo handling equipment and infrastructure
- Last mile freight delivery for medium-duty vehicles and infrastructure

Benefits Over 25 Years (2025-2050):

- ↓ 12 Million Metric Tons CO2e Emissions Reduced
- ↓ 1,600 Tons NOx Emissions Reduced Per Year
- ↓ 28 Tons PM2.5 Emissions Reduced Per Year
- ↓ 30 Tons Diesel PM Emissions Reduced Per Year
- ↓ 1 Billion+ Gallons Diesel Avoided

Excellent cost effectiveness at **\$42/metric ton CO2e** over the **25-year** period.

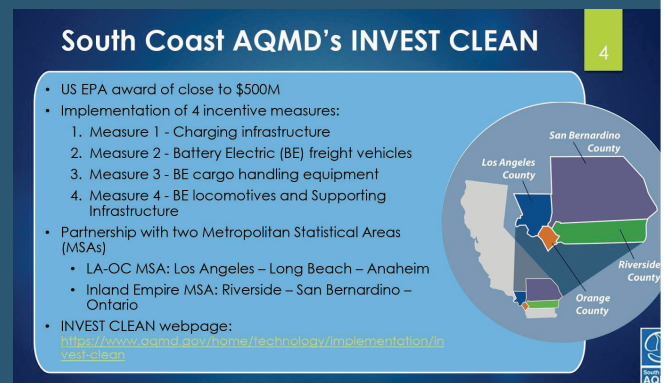
Jobs
 Workforce training program in partnership with National Electrical Contractors Association – International Brotherhood of Electrical Workers
467 in California
4,712 jobs across the nation.

Community Benefits
 INVEST CLEAN will see community benefits through emission reductions, and workforce training. Through a Community Benefits Plan, a Steering Committee will conduct outreach and education on climate, air quality, Zero Emission technology, and workforce. Community priorities will be incorporated as voluntary measures that infrastructure project applicants can elect to implement.
 INVEST CLEAN received seven letters of commitment with 15 signatories and 73 letters of support with 101 signatories and partnered with National Renewable Energy Lab to collect data and analyze the incentive structure.

South Coast Air Quality Management District
 21865 Cooley Dr Diamond Bar, CA 91765
 www.aqmd.gov • 1-800-CUT-SMOG

INVEST CLEAN Measure 2 – Battery Electric Freight Vehicle Deployment Incentive Program

- Administer a rebate program to fund Class 4/5 battery-electric vehicles (max rebate \$67,000 per vehicle);
- Develop an implementation plan for how the rebate program will be administered;
- Include input from local communities regarding project priorities; and
- Require vehicle scrappage to achieve the emission reduction goals.



South Coast AQMD's INVEST CLEAN

- US EPA award of close to \$500M
- Implementation of 4 incentive measures:
 1. Measure 1 - Charging infrastructure
 2. Measure 2 - Battery Electric (BE) freight vehicles
 3. Measure 3 - BE cargo handling equipment
 4. Measure 4 - BE locomotives and Supporting Infrastructure
- Partnership with two Metropolitan Statistical Areas (MSAs)
 - LA-OC MSA: Los Angeles – Long Beach – Anaheim
 - Inland Empire MSA: Riverside – San Bernardino – Ontario
- INVEST CLEAN webpage:
<https://www.scaqmd.gov/home/2/electrify/implementation/invest-clean>

Recommended Action

Approve Resolution No. 25-672-2 authorizing SCAG to accept funds from the U.S. EPA's CPRG in the amount of \$51,500,000 to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG's Last Mile Freight Program.



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: 2025-2026 Federal 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:

On February 18, 2025, staff presented the draft 2025-2026 Federal Legislative Platform (Platform) to the Legislative/ Communications & Membership Committee (LCMC). Following discussions, the LCMC voted to table the item until a special meeting of the LCMC on March 10, 2025, providing direction to staff to gather feedback from committee members. Following committee outreach, staff made edits to the Platform consistent with input provided by members of the LCMC. In addition to rephrasing items in the Platform, SCAG staff added a point related to natural disaster preparedness and response.

On March 10, 2025, staff presented an updated draft of the 2025-2026 Platform to the Legislative/ Communications & Membership Committee (LCMC) at a special meeting. While discussing the item, committee members provided feedback on additional features that should be added to the platform. After the discussion, LCMC voted unanimously to approve the 2025-2026 Platform with additional edits. In response to member feedback, staff added points relating to support for direct federal funding status for local jurisdictions, federal resources to support the regional delivery of the 2028 Olympics, and raising the federal cap on the Passenger Facility Charges (PFC) and indexing it to inflation.

The draft Platform, with additions based on feedback received at the February and March meetings of the LCMC, is now being presented to the Executive/Administration Committee (EAC) and Regional Council (RC) for review and final adoption at the April 2025 meetings. If approved by the RC, staff will immediately work to advance these priorities in 2025.

BACKGROUND:

With the start of a new two-year Congressional session, a comprehensive update to the adopted 2024 Federal Legislative Platform will ensure SCAG can respond to changing priorities at the Federal level. While the State and Federal Platforms are typically submitted for approval concurrently, this year, staff required additional time to refine the federal platform to ensure the region's federal priorities were adequately captured. Thus, the LCMC is now recommending final adoption of the Federal Platform for approval at the April RC, as the committee already considered the 2025-26 State Platform at the January meeting, which the RC approved at its meeting on February 6, 2025.

As part of the Platform update, SCAG legislative staff conducted an internal review to make the platform more concise by removing redundant priorities and combining or broadening priorities already captured in the agency's priorities for a given policy area. Additionally, if adopted, the new Platform would be effective for two years, consistent with the length of congressional sessions. Following 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 the Sub-Regional COG Executive Directors group and the Southern California Legislative Roundtable, comprised of the legislative staff from the SCAG region's county transportation commissions, ports, and air quality management district. Additionally, SCAG collaborated with legislative staff from stakeholders in or representing Southern California, such as the Ontario and Orange County airports, the California Transit Association (CTA), and Coalition for America's Gateways and Trade Corridors (CAGTC).

Prior Committee Action

After gathering and compiling feedback from internal and external groups, staff presented the draft Platform update at the February 18, 2025, LCMC with the recommendation to approve. New items added to the platform that were not included in the previously adopted 2024 Federal Platform included:

Mobility

Points expressing support for more resources for surface transportation passenger studies and planning activities around airports, as well as modernizing eligible uses for Passenger Facility Charge revenues.

Points expressing support for more resources to increase infrastructure resilience and support for making Metropolitan Planning Organizations (MPOs) direct recipients for priority federal formula programs.

Points expressing support for the creation of an MPO program for community and economic development activities, and making the Pilot Program for Transit-Oriented Development (TOD) Planning program permanent and expanding eligibility to include MPOs.

Communities

Modified a section to express support for new federal grant programs and increased funding for existing programs supporting increased housing development across the region.

Modified another section to express support for federal broadband programs, especially as a strategy to reduce vehicle miles traveled.

Environment

No new sections or points were added beyond what was in the 2024 Federal Platform. Sections were consolidated to emphasize prioritization of support for regional equity considerations in allocation of funding to Southern California for Air Quality, Environment, and Water Infrastructure funding.

Economy

Sections were consolidated to emphasize support for funding to strengthen federal commitment to the nation's goods movement system, recognizing SCAG's pivotal role in domestic and international trade and the disproportionate impacts carried by the region.

A point was added to express support for the establishment of a Pilot Program for Freight and Goods Movement planning.

Following an in-depth discussion over the proposed platform at the February LCMC, members voted to continue the item to a special meeting of the LCMC in March while directing staff to gather additional feedback from members of the LCMC. After collecting the additional input, staff made edits to the Platform that reflected the feedback received, including amending language to better align with the current administration's priorities, adding language to support additional resources for wildfire response and preparedness, and adding language to support energy reliability and resilience. Changes can be found under the following pillars:

Mobility

No changes were made in this section.

Communities

Rephrased verbiage in point one under the Racial Justice header.

Environment

Rephrased point two under the Air Quality, Environment, & Water header generally to improve the wording and added a new point to express support for additional resources for natural disaster resilience, preparedness, and response, especially as it pertains to wildfires.

Economy

Modified point four under the Technology & Data header generally to support more resources for alternative transportation infrastructure.

Staff presented the Platform a second time at the Special Meeting of the LCMC on March 10, 2025, with an updated Platform that reflects the abovementioned changes. After the discussion, LCMC voted unanimously to approve the 2025-2026 Platform with additional edits. In response to member feedback, staff added points relating to support for direct federal funding status for local jurisdictions, resources to support the regional delivery of the Olympics, and Congress raising the federal cap on PFCs and indexing it to inflation.

Changes can be found under the following pillars:

Mobility

Added language to the point relating to PFCs to support Congress adjusting the federal cap on PFCs and indexing it to inflation. Added a point to support allowing local governments to receive direct federal funding for federal grant and formula programs. Added a point to support increased resources to help the region deliver the 2028 Olympics.

Communities

No changes were made in this section.

Environment

No changes were made in this section.

Economy

No changes were made in this section.

A copy of the updated Platform has been included in this report for review.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Draft 2025-26 Federal Platform



2025-26 FEDERAL LEGISLATIVE PLATFORM

SCAG’s Legislative Program

SCAG maintains a State and Federal Legislative Program, which consists of 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—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 & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative principles for 2025 and 2026 encompass broad, policy-oriented objectives of the agency that 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.

Mobility

ACTIVE TRANSPORTATION

1. Support increased funding for and the reauthorization of critical federal active transportation programs that local governments depend on, including the Safe Streets and Roads for All (SSFA), Healthy Streets, Active Transportation Infrastructure Improvement Programs (ATIIP), and Transportation Alternatives Program (TAP) as well as the creation of new tools to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.

AVIATION

1. Advocate for and seek funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport surface transportation passenger studies and planning activities.
2. Support legislation that modernizes and addresses the limitations of the Passenger Facility Charge (PFC) by adjusting the outdated federal cap and adding indexing for future inflationary increases, allowing airports to meet their infrastructure needs to prevent delays in building, and fund projects that promote access to the airport to meet future capacity demands.

TRANSIT & RAIL

1. Support legislation and funding to expand the region's public transit and passenger rail projects and services to reduce congestion and enhance sustainability, including programs encouraging transit-oriented development (TOD) to connect housing, jobs, and mixed-use development with transportation options.
2. Support legislation that encourages the implementation of physical and digital projects that facilitate multimodal connectivity, prioritize transit and shared mobility, and improve mobility, accessibility, and safety.
3. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts on transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.
4. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so that people of all ages and abilities can maximize opportunities for active lifestyles, access essential services, and use transit or non-motorized transportation options.

PUBLIC-PRIVATE PARTNERSHIPS

1. Support further development and implementation of public-private partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
2. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
3. Support efforts to protect the tax exemption of municipal bonds to ensure local jurisdictions continue to have access to the funding necessary to finance critical infrastructure projects.

PROJECT STREAMLINING

1. Support legislative streamlining and simplification measures that expedite and streamline the regulatory review processes, permitting and oversight, project development and delivery, and increase oversight and coordination among state and federal agencies.

SURFACE TRANSPORTATION POLICY

1. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
2. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
3. Support sustainable solutions that restore the Highway Trust Fund's long-term solvency, including expanding tolling options on the interstate highway system and supporting states willing to research and pilot innovative revenue programs.
4. Support making the Pilot Program for Transit-Oriented Development Planning permanent and expanding eligibility to include MPOs that are not landowners.

SURFACE TRANSPORTATION FUNDING

1. Support increased dedicated MPO formula funding for planning and to provide robust regional infrastructure and transportation system investments, ensuring a world-class transportation system.
2. Support investment in and make MPOs direct recipients of the Congestion Relief Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), Active Transportation Infrastructure Investment (ATIIP), Healthy Streets, and other priority programs included in the last surface transportation reauthorization bill.
3. Support increased investment in Safe Streets and Roads for All (SS4A) and increased cap on planning awards.
4. Support efforts to make MPOs eligible to be direct recipients for priority federal formula programs, such as freight formula funds, PROTECT, and TAP, commensurate with our opportunity to achieve federal goals.
5. Support efforts to allow local governments to receive direct funding for federal grant and formula programs.
6. Support federal resources for the region to fund necessary capital infrastructure, clean fleet initiatives, security planning, and transit and roadway operations, in preparation for the 2028 Olympic and Paralympic Games and other major events.

Communities

AFFORDABLE HOUSING, HOMELESSNESS, & LOCAL GOVERNMENT

1. As homelessness continues to be an issue, support new federal grant programs to support cities, counties, and regional collaborations that help jurisdictions provide for the needs of the unhoused through supportive housing models and planning grants.
2. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), HOME Investment Partnerships Program (HOME), and Low-Income Housing Tax Credit (LIHTC), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for

residents in Southern California.

3. Support ongoing funding for the Pathways to Removing Obstacles to Housing (PRO Housing) program to help local jurisdictions remove barriers to affordable housing.

BROADBAND ACCESS

1. Support programs like the Affordable Connectivity Program (ACP) and additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions, to bridge the digital divide.
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. Support legislative efforts that promote the integration of broadband, land use, and transportation planning as a strategy to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG), and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, support legislative efforts that reverse the effects of unfair policies, processes, programs, and practices and empower communities that will be disproportionately impacted by climate change to address the legacy and impact of past planning decisions in the region, such as the Reconnecting Communities Program.
2. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

Environment

AIR QUALITY, ENVIRONMENT, & WATER

1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and reducing greenhouse gas emissions. Factors to consider include population, need (cumulative impacts), higher relative risks for natural hazards, improvement opportunities, and other quantifiable measures.
2. 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. For electric vehicles, in particular, support policies that ensure proper battery reuse, recycling, and disposal.
3. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
4. Support legislative efforts that promote sustainable water use planning, practices, and storage, which improve regional water security and resilience in a drier environment. Provide increased resources for water infrastructure investments to serve the Southern California region's needs and ensure the effectiveness, efficiency, and resiliency of the region's water systems.
5. Support additional resources for natural disaster resilience, preparedness, and response, and to assist displaced residents and help communities recover from wildfires, earthquakes, and floods.

PUBLIC HEALTH

1. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas, as included in the Connect SoCal: accessibility to healthy food, parks and open space, and other services, affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.

Economy

FREIGHT & GOODS MOVEMENT

1. Support establishing a Pilot Freight Planning Program under the U.S. Department of Transportation for Metropolitan Planning Organizations (MPOs), local governments, and tribes.
2. Support increased funding for maintaining and expanding transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
3. Support increased transparency measures for competitive grant awards.
4. Support increased federal freight funding by establishing a dedicated freight trust fund to distribute revenues to states and regions most impacted by goods movement.
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 adverse impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
6. Support funding strategies that strengthen the federal commitment to the nation’s goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California.

TECHNOLOGY & DATA

1. Support funding for Smart Cities plans and initiatives to reduce GHG impacts and VMT, and deploy systems that allow for efficient water and energy usage and safer roadways and highways.
2. Secure funding to support coordination among state agencies, MPOs, and other governmental entities to collect and share data that reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
3. Building upon SCAG’s work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
4. Support increased resources for zero-emission and alternative vehicle charging/fueling infrastructure programs, especially for private vehicles and public transit fleets.



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: 2025-2026 Federal Surface Transportation Reauthorization Priorities

RECOMMENDED ACTION:

The LCMC recommends the Regional Council adopt a “support” position.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

With the Infrastructure, Investments and Jobs Act (IIJA) expiring on September 30, 2026, SCAG staff presented five suggested draft priorities for the Legislative/ Communications and Membership Committee’s (LCMC) consideration at its meeting on Tuesday, February 18, 2025. Following a robust discussion, the committee voted to hold a special meeting to discuss additional priorities that underscore SCAG’s support for project streamlining and other efficiencies at the federal level. SCAG staff conducted additional stakeholder outreach to assist in crafting new priorities that would reflect the committee’s interests. At the special meeting of the LCMC on Monday, March 10, 2025, staff presented three additional draft priorities. After discussion, the committee unanimously voted to forward all eight priorities to the RC with a recommendation to support.

If supported and adopted by the Regional Council (RC), the priorities would be used for advocacy purposes as the Congress works on the next iteration of the nation’s surface transportation policy bill.

BACKGROUND:

The current iteration of the surface transportation policy bill was included in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), and is set to expire on September 30, 2026. The IIJA provided approximately \$550 billion in infrastructure investment over five years, including:

- \$350.8 billion for federal highways

- \$91.2 billion for federal transit programs

Congress has already begun holding hearings on the next surface transportation reauthorization bill in 2025. As these conversations continue, key priorities for the Republican-controlled Congress will include increasing emphasis on funding for state DOTs and rural communities while decreasing emphasis on climate and environmental justice, streamlining regulations, and placing an emphasis on public-private partnerships (P3s).

In preparation for conversations on surface transportation reauthorization, SCAG's federal lobbyists, Holland & Knight, facilitated a conversation on surface transportation at SCAG's main office in Los Angeles with executive and relevant program staff. A multitude of ideas were shared, discussed, and then evaluated based upon those ideas' merit, opportunity for success, and in light of various political dynamics in Washington, D.C.

Additionally, SCAG staff has been participating in conversations facilitated by the Coalition for America's Gateways and Trade Corridors (CAGTC), National Association of Regional Councils (NARC), Caltrans, and the Southern California Legislative Roundtable, a staff-level meeting of representatives from the SCAG region's county transportation commissions, air quality management districts, and ports, on the topic of surface transportation reauthorization. These conversations were helpful in terms of "trial ballooning" certain concepts, avoiding unnecessary conflict with SCAG members or partners, and identifying coalition-building opportunities.

Taking feedback into consideration from the various conversations referenced above, SCAG staff compiled five recommended priorities for the next iteration of the surface transportation reauthorization. These ideas were presented to the LCMC on Tuesday, February 18, 2025.

Prior Committee Action:

At the LCMC's February 18, 2025, meeting, members engaged in a robust discussion. Some of the discussion included the need to expand upon a draft priority expressing support for project streamlining initiatives, taking into consideration the openness that the Trump Administration has for this topic and other efforts to remove inefficient regulatory schemes.

Following the discussion, the LCMC directed staff to call a special meeting of the LCMC to be held at a later date.

In the meantime, SCAG staff continued to conduct stakeholder outreach, including communication with the region's six county transportation commissions, Association of Metropolitan Planning Organizations (AMPO), and the Regional Council's Ex Officio Member representing the business community, Ms. Lucy Dunn.

Staff was pleased to present a modified list of recommended, draft priorities for surface transportation reauthorization at the special meeting of the LCMC on Monday, March 10, 2025, where the LCMC voted to forward all eight priorities to the RC with a recommendation to support.

Proposed 2025-2026 Surface Transportation Reauthorization Priorities

Building off the original five priorities presented in February, the following priorities were massaged to better conform their messaging with their intended audiences and include points that endeavor to capture the committee's interest in supporting efficiencies and project streamlining efforts at the federal level.

- 1. Preserve critical dedicated formula funding, adjusted for inflation, to continue the timely delivery of hard infrastructure projects without interruption, including Metropolitan Planning (PL), FTA Section 5303, and Surface Transportation Block Grant (STBG) funding**

Metropolitan Planning Organizations (MPOs) were created to ensure that large investments made by the federal government during the development of the interstate system in the 1950s could be built through a more continuous and comprehensive transportation planning process bringing together local, state, and federal agencies to develop a single surface transportation plan. In addition, MPOs were tasked to act as a forum for the joint prioritization of transportation projects and distribution of federal surface transportation funds to specific projects in a region.

Metropolitan Planning, Section 5303, and STBG are critical federal funding streams that allow MPOs to continue the work needed to ensure there is minimal disruption to the existing pipeline of planning for and delivery of hard infrastructure projects. In the SCAG region, our Federal Transportation Improvement Program (FTIP) currently includes 1,128 projects programmed at \$38.8 billion over the next six years, vetted through a thorough and comprehensive public participation process. Formula funding such as PL support important activities, such as the development and maintenance of the FTIP, which allow for the continued distribution of federal funding and support delivery of critical transportation projects, including roads, highways, bridges, transit, and rail.

- 2. Protect vital infrastructure funding for the Southern California region to ensure continuation of goods movement efficiencies, jobs, and economic output**

Southern California greatly benefits from a diverse set of natural ecosystems that have allowed for the development of an equally diverse economy to thrive. While our unique geography presents our region with opportunities to become an economic powerhouse for the nation, it also presents its own set of challenges as air gets trapped between our coastal and mountain regions, leading Southern California to have some of the poorest air quality in the country. The "Congestion Mitigation and Air Quality," or CMAQ, program was created for regions like Southern California to

improve air quality by funding transportation projects that reduce congestion and meet federal air quality standards. These projects are essential to alleviating congestion in our transportation systems, addressing the need for mobility enhancements, which in turn minimize disruptions to our goods movement systems. It is imperative that this program continue, taking into consideration impacts inflation has had on funding levels.

3. Pilot a Freight Planning Program for MPOs and Local Governments

Goods movement is a critical component of the SCAG region's economy and quality of life. The regional goods movement system is a multimodal, coordinated network that includes deep-water marine ports (including the Port of Los Angeles and Port of Long Beach), international border crossings, Class I rail lines, interstate highways, air cargo facilities, intermodal facilities, and distribution and warehousing clusters.

Global supply chains have been heavily impacted by historic events such as COVID-19 over the past decade that have both disrupted freight movement and dramatically shaped consumption and spending patterns. The current practice of focusing on just project-level planning inadequately responds to broader systemic concerns. A pilot program should be created to help MPOs and local governments develop a more cohesive freight and goods movement intermodal network, eliminating bottlenecks, identifying efficiencies, improving safety and air quality, and helping to contribute to the nation's economic growth. Such a systems level approach to planning for goods movement could also facilitate funding, permitting, and environmental review processes to support more streamlined project delivery.

4. Continue the Safe Streets and Roads for All Program

Established under the bipartisan Infrastructure Investments and Jobs Act, the Safe Streets and Roads for All (SS4A) program was the first ever discretionary grant program to fund regional, local, and tribal initiatives to prevent deaths and serious injuries on local streets and roads. SCAG supports the continuation of this visionary program to address road safety through local and regional partnerships. SCAG's two SS4A grant awards provide critical investments throughout our region to reduce rates of fatalities and serious injuries. This includes the development of our "Regional Safety Action Plan" and expansion of our open streets model that creates reliable and safe routes of travel during high volume events and civic gatherings, such as the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. This planning and implementation work will be used to stimulate economic development in the region and beyond while advancing new opportunities for investment in venues that had not been considered as potential locations for large scale events before.

5. Enact a CEQA-for-NEPA Reciprocity Program in California to Streamline the Delivery of Federally Funded Projects

In California, local governments serve as lead agencies under California Environmental Quality Act (CEQA), meaning they have principal authority to prepare and certify environmental documents for local projects and have primary responsibility for carrying out or approving such projects. However, they lack authority to streamline and approve National Environmental Policy Act (NEPA) reviews.

CEQA was enacted by Governor Ronald Reagan in 1970 as a tool to inform public agencies and the public in California about the potential environmental effects of proposed activities. Likewise, NEPA was signed into law by President Richard Nixon the same year, requiring federal agencies to assess the environmental effects of proposed major federal actions prior to making decisions. Sharing the same goal, CEQA is the more stringent of the two, and it applies to a broader range of projects at the state and local level, often requiring a more detailed environmental analysis, robust measures to mitigate significant adverse impacts, and greater opportunities for public involvement compared to NEPA.

While programs have been authorized by Congress to provide more flexibility to states handling NEPA, including California's "NEPA Assignment," it does not address the fundamental issues of duplication, increased costs, and delays related to the overlapping requirements of CEQA and NEPA. While Caltrans has been successful in expediting transportation project delivery, local governments continue to face challenges associated with duplication, increased costs, and delays related to the overlapping requirements of state and federal laws.

Acknowledging the need to maintain the baseline requirements of NEPA to ensure environmental good stewardship, reciprocity should only be authorized in states whose environmental laws are substantially equivalent to or more stringent than NEPA, such as California.

6. Eliminate Unnecessary, Costly, and Time-Consuming Technical Studies to Qualify for a NEPA Categorical Exclusion and Help Deliver Federally Funded Infrastructure Projects Faster

A categorical exclusion (CE) is a class of actions that a federal agency has determined does not individually or cumulatively have a significant effect on the human environment and, as such, an environmental assessment (EA) nor an environmental impact statement (EIS) is required, saving time and resources while reducing paperwork. To qualify, an agency must prepare an analysis.

Creating Programmatic Categorical Exclusion (PCE) agreements for adoption by state and municipalities would standardize and simplify the NEPA process across various jurisdictions, ensuring consistent, fast-tracked, and timely application of categorical exclusions. These

agreements would outline specific criteria and procedures for identifying projects that qualify for expedited review and timelines for completing categorical exclusions from start to finish, enabling localities to streamline their workflows, reduce delays, maintain compliance with federal and state environmental regulations, and minimize potential legal challenges on the projects that utilize categorical exclusions.

Further, the process for pursuing CEs could be simplified through the development of a program that provides categorical exclusion or NEPA approval at the time of a federal grant award. Doing so would expedite the environmental review process by granting early clearance for projects that meet established criteria. This proactive approach would reduce project delays, minimize bureaucratic hurdles, and allow grant recipients to move forward with implementation more quickly while still ensuring compliance with environmental laws and regulations.

In SCAG's case, one component of our \$12 million Safe Streets and Roads for All grant is the piloting of quick-build demonstration activities through a competitive Call for Applications. While these quick-build projects, which are temporary by nature, will ultimately qualify for a CE, SCAG must conduct an analysis to prove it, adding an additional four to six months to the project delivery timeline before the quick-builds can get started. Had SCAG received a CE approved at the time of having been awarded the federal grant, work on the quick-build demonstrations could have already been underway.

7. Require a Singular Consistent Format for NEPA Environmental Review Documents for All Federal Agencies and Departments

The Fiscal Responsibility Act of 2023 (FRA) made several changes to the NEPA process. Among the changes was a requirement that, in the case of a proposed action that will require action from multiple federal agencies for one project, all federal agencies involved must establish a lead agency and prepare a single, coordinated environmental document. Implementing this action would expedite permitting approvals, helping to deliver projects faster and more efficiently. SCAG is supportive of this effort.

8. Support Measures to Streamline Project Delivery and Implementation

SCAG supports streamlining and simplifying the regulatory review process, permitting and oversight, project development and delivery, and increase coordination among state and federal agencies to ensure a more efficient delivery of federally funded transportation projects.

FISCAL IMPACT:

Work associated with the 2025-2026 Federal Surface Transportation Reauthorization Priorities staff report is contained in the General Fund budget, Legislation 800-0160.02.



To: Executive/Administration Committee (EAC)
Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Sarah Jepson, Chief Planning Officer
213-236-1955, jepson@scag.ca.gov

Subject: Draft Program Development Framework to Support the 2028 Olympic
and Paralympic Games

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.

EXECUTIVE SUMMARY:

This summer marks three years until the 2028 Olympic and Paralympic Games begin in Los Angeles, with preparations beginning well before Opening Ceremony on July 14, 2028. To prepare the region for the impacts to the transportation system, while identifying opportunities to imagine a new legacy for Southern California, SCAG has prepared a program development framework (“framework”) to coalesce and confirm SCAG’s planning priorities and activities. As the framework is currently a DRAFT, SCAG staff looks forward to receiving feedback from committee members and stakeholders and will return to the EAC in June to confirm direction.

BACKGROUND:

Introduction

In 39 months, the 2028 Olympic and Paralympic Games (“2028 Games”) begin in Los Angeles, taking place July 14 – 30 and August 15 – 27, though the arrival of material, equipment, athletes, and visitors will begin in the preceding months. The 2028 Games represent a challenge for the region’s transportation system, which must facilitate travel for the region’s 19 million residents while also serving demand for goods within the region and across the nation.

At the November 7, 2024, meeting of the Executive/Administrative Committee (EAC), staff provided an overview of the 2028 Games, detailing the work of SCAG and other agencies of the region (part of the Games Mobility Executives group) to develop mobility plans and pursue state and federal

funds for transportation infrastructure and mobility resources before, during, and after the 2028 Games. The regional impact of this event will also provide the opportunity to imagine a new legacy for Southern California.

Following that November 2024 update, this report provides an overview of the program development framework (“framework”), identifies SCAG’s work to prepare the region for the impacts to the transportation system, while identifying opportunities for a new legacy. The framework coalesces and confirms SCAG’s planning priorities and activities. Brief highlights of the framework are provided below while the full framework document is included as an attachment.

Program Goal

The program development framework aligns with Connect SoCal 2024 and its pillars of mobility, communities, environment, and economy. As such, the program goal expresses both a vision for the 2028 Games as well as the long-term legacy resulting from the preparations.

Southern California will showcase our thriving communities, support local businesses, and invest in the transportation improvements, programs, and policies necessary to leave a lasting legacy in our region.

Objectives and Guiding Principles

The program objectives clarify what SCAG’s framework aims to achieve for the 2028 Games. They identify the near-term and measurable actions that both serve the 2028 Games and form the foundation for the new legacy for the region. The guiding principles are the values that shape the decisions and interactions of the program, setting a consistent approach for internal and external coordination. Together, the guiding principles reflect how the program will achieve its objectives.

Objectives

- SCAG will provide leadership to align policies and investments that facilitate implementation led by local agencies.
- SCAG will address the short-term high volumes of passenger and freight travel on the region’s transportation system by identifying and supporting shifts in demand while facilitating communication and information sharing across the region to ensure a successful Games experience.
- SCAG will support local placemaking and community development opportunities associated with the Games.

Guiding Principles

1. Support Connect SoCal implementation.

2. Create more access to more choices for transportation (mobility).
3. Support opportunities for communities and local businesses to benefit from the Games and its legacy (community).
4. Increase the resilience of people, places, and infrastructure (environment).
5. Expand access to economic opportunity while mitigating potential negative impacts (economy).
6. Leverage new technologies.
7. Strengthen existing and explore new regional partnerships.
8. Prioritize regional connectivity and geographic representation.

Strategies

The strategies define the actions the program will carry out and inform how SCAG will define and measure success. As the program evolves, these strategies can also help guide staff to determine how to onboard new work or to phase out existing work.

1. REGIONAL CONVENING AND INFORMATION SHARING -- Convene partners at a regional level to advance projects that support the program goal.
2. REGIONAL PLANNING -- Lead regional planning efforts to support a 2028 Games for all of Southern California, including an approach to TDM.
3. TECHNICAL ASSISTANCE -- Fund implementation of pilot and permanent projects.
4. FUNDING AND ADVOCACY -- Bring in and administer funding and resources.

Leadership

Staff will organize regular updates to the Regional Council and the Policy Committees that cover the full scope of the Games to facilitate information sharing and coordination across the region. The Policy Committees will consider and provide more focused input on key challenges and opportunities related to the Games and SCAG's work efforts.

Next Steps

As the framework is currently a DRAFT, SCAG staff looks forward to receiving feedback from committee members and stakeholders and will return to the EAC in June to confirm direction.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025 Overall Work Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):

1. Draft Games Mobility Program Development Framework



2028 Games Mobility Program Development Framework

In July and August of 2028, Los Angeles will host the Olympic and Paralympic Games—its third time hosting the Olympic Games and its first hosting the Paralympic Games. Both the 1932 Olympics and the 1984 Olympics have left a legacy for the everyday life of people in Los Angeles: the vendors along Olvera Street in downtown Los Angeles make use of structures originally used for the 1932 Olympic Village and the 1984 Olympics formed a foundation for sports, parks, and play for youth in the city. With a more complex and populous region hosting a larger and more complex event, the 2028 Olympic and Paralympic Games, or 2028 Games, represent a challenge for the region’s transportation system, which must facilitate travel for the region’s 19 million residents while also serving demand for goods within the region and across the nation. More than a third of the nation’s containerized goods enter and exit through the Southern California ports and the region. Conditions will be further constrained with thousands of athletes and visitors traveling to the region for a compressed amount of time. At the same time, the impacts and benefits of the 2028 Games may be spread unevenly across the region, with disproportionate burdens placed on communities, some of whom will live, work, and do business at the sites where the Games events take place.

With the extensive regional coordination across the public, private, and nonprofit sectors required to meet this challenge, the 2028 Games present an opportunity to imagine a new legacy for the transportation system in Southern California. In a visionary call to action, Mayor Karen Bass of Los Angeles has called for the 2028 Games to be “transit-first.” By 2028 Los Angeles Metro looks to double the trips made by methods other than driving alone, and its Mobility Concept Plan identifies the strategies and the project priorities to create long-lasting benefits and more equitable mobility. SCAG joins the city and LA Metro in the one-team approach championed by the Mobility Concept Plan. Turning this vision into action will require multiple, integrated strategies in infrastructure, programs, policies, and culture change. In this spirit, the 2028 Games can create a new legacy for regional planning.

The 2028 Games Program Development Framework establishes an overarching goal, objectives, and guiding principles to direct staff work in support of the 2028 Games and outlines a preliminary set of Strategies and Projects to be further refined with the Regional Council and through the Policy Committees. The effort to shape this new legacy will accelerate progress on the key pillars of the regional plan and vision for Southern California, Connect SoCal, which include mobility, communities, environment, and economy.

PROGRAM GOAL

Southern California will showcase our thriving communities, support local businesses, and invest in the transportation improvements, programs, and policies necessary to leave a lasting legacy in our region.

This aspirational goal of the Games Mobility Program is grounded in Connect SoCal 2024 and its pillars of mobility, communities, environment, and economy (p. 85). By increasing mobility, access, and connectivity, a regional transportation network can support thriving communities and expanded economic opportunity.

The objectives, guiding principles, and strategies of the program, detailed in the following sections, define the actions SCAG will take to achieve this goal.

OBJECTIVES AND GUIDING PRINCIPLES

The **program objectives** clarify what SCAG’s Games Mobility Program aims to achieve for the 2028 Games. They identify the near-term and measurable actions that both serve the 2028 Games and form the foundation for the new legacy for the region. These actions take place in coordination with local agencies. The **guiding principles** are the values that shape the decisions and interactions of the program, setting a consistent approach for internal and external coordination. Together, the guiding principles reflect how the program will achieve its objectives.

OBJECTIVES

1. SCAG will provide leadership to align policies and investments that facilitate implementation led by local agencies.
2. SCAG will address the short-term high volumes of passenger and freight travel on the region’s transportation system by identifying and supporting shifts in demand while facilitating communication and information sharing across the region to ensure a successful Games experience.
3. SCAG will support local placemaking and community development opportunities associated with the Games.

GUIDING PRINCIPLES

1. Support Connect SoCal implementation.
2. Create more access to more choices for transportation (*mobility*).
3. Support opportunities for communities and local businesses to benefit from the Games and its legacy (*community*).
4. Increase the resilience of people, places, and infrastructure (*environment*).
5. Expand access to economic opportunity while mitigating potential negative impacts (*economy*).
6. Leverage new technologies.
7. Strengthen existing and explore new regional partnerships.
8. Prioritize regional connectivity and geographic representation.

Support Connect SoCal implementation. While the Games is a once in a generation event, the preparations around mobility have consistently been part of SCAG’s regional planning, which integrates transportation and land use planning to achieve its sustainability goals. Grounded in a rigorous local input process and direction from SCAG’s Regional Council, Connect SoCal guides

the development of programs that meet regional goals and priorities. It is a cornerstone for the mobility legacy of the Games.

Create more access to more choices for transportation. The decision of how and when to travel, whether a driver in a single occupancy vehicle, a freight company transporting goods, or a local business making or receiving delivery, is not a choice made in isolation; rather, it is supported or unsupported by their transportation and land use environment. SCAG will support infrastructure improvements, policies, and programs that expand choice and connect people to the transportation network. Part of this guiding principle is the ability to choose not to travel far, where individuals have increased access to key destinations within their community. Placemaking and activations, important for culture and community building for people, will serve as mode shift strategies.

Increase the resilience of people, places, and infrastructure. The 2028 Games represents a foreseen shock for the region, with this program serving as a resilience planning effort. The Games will also take place during other potential shocks and stressors: heat waves, wildfires, earthquakes, and other sudden and acute events that may compromise immediate safety and well-being. As detailed in Connect SoCal 2024, “When planning for community resilience, it is vital to adopt a comprehensive approach that acknowledges the interdependence of built, social, economic, and natural systems.” (p. 36) SCAG will endeavor to support partners as they plan and prepare for potential issues.

Expand access to economic opportunity while mitigating potential negative impacts. The 2028 Games will attract attention, investment, and political will. In the dynamism of this unique moment, SCAG and its partners should feel compelled to pursue new and creative efforts to expand economic opportunity for residents and businesses. As noted in the introduction to this framework, the benefits and burdens of the 2028 Games may be spread unevenly across the region, exacerbating existing disparities.

Leverage new technologies. Southern California has been at the forefront of emerging technologies that expand the way people and goods are moved through the region. Shared e-scooters, e-bikes, autonomous vehicles, and delivery robots represent some new additions to the region’s transportation network. This Program should explore opportunities to pilot or incentivize these and other technologies that have the potential to scale and become permanent. The Guiding Principles for Emerging Technology, published in the Connect SoCal 2024 Mobility Technical Report, should serve as a guide. In addition, SCAG’s Last Mile Freight Program commercial deployments of clean technologies with industry partners should be leveraged where possible.

Strengthen existing and explore new regional partnerships. SCAG’s work depends on collaboration of local jurisdictions, county transportation commissions, and the private and nonprofit sectors, and it serves as an important liaison with state and federal agencies. Mobility during the 2028 Games requires a comprehensive approach, and SCAG’s role should be to bring stakeholders together to meet that challenge. SCAG will focus on bridging new collaborations and strengthening existing ones, and amplifying the strategies that arise from those partnerships.

Prioritize regional connectivity and geographic representation. SCAG encompasses 191 cities across 6 counties, and its 2028 Games program goal will be carried out by each of these jurisdictions across urban, suburban, and rural settings. The Games will extend beyond the event venues and beyond Los Angeles County. As such, SCAG will ensure broad representation of the region in its work.

LEADERSHIP

The Regional Council is a forum for discussion on policy and local priorities and sets the direction for regional policies and programs. Staff will organize regular updates covering the full scope of the Games to facilitate information sharing and coordination across the region to expand impact at the local level. SCAG Policy Committees will consider and provide more focused input on key challenges and opportunities related to the Games and SCAG's work efforts.

- Transportation Committee. TC will discuss the mobility challenges of the region presented by the Games and mobility strategies planned to address the anticipated local impacts.
- Community, Economic and Human Development. CEHD will seek to understand economic impacts of the Games and explore alignment with the Inclusive Economic Growth Strategy.
- Energy and Environment Committee. EEC will explore resilience strategies advanced by the Games and partners and explore alignment with SCAG's resilience efforts.

Staff will appropriately engage the Executive/Administrative Committee, Regional Council, and each of the Policy Committees throughout the life of the program with action items and information items.

STRATEGIES AND PROJECTS

The strategies define what the program will carry out and will inform how SCAG will define and measure success. As the program evolves, these strategies can also help guide staff to determine how to onboard new work or to phase out existing work.

1. REGIONAL CONVENING AND INFORMATION SHARING -- Convene partners at a regional level to advance projects that support the program goal.

To support this strategy, SCAG will both lead and participate in regional meetings to provide updates and information. SCAG may also explore new partnerships to leverage its resources and extend its impact.

Within this **regional convening and information sharing** strategy, staff will track the convenings led and participated in and the number of partners engaged. The following two (2) SCAG projects will support this strategy.

Games Mobility Executives (GME) Collaboration. Along with other agencies of the region, SCAG is a member of the GME. SCAG and its fellow GME partners participate in several subcommittees that focus on different workstreams related to mobility needs during the games. SCAG participates

in the Principals Meeting and other workstreams, including First/Last Mile, Mobility Hubs, Wayfinding, and Communication. SCAG leads the TDM workstream and as a part of this work and to engage more partners, SCAG staff will be convening a series of TDM Forums (both for passenger and freight TDM). SCAG intends to engage public and private sector stakeholders across the SCAG region to facilitate participation in the development of more TDM implementation plans and strategies.

Toolbox Tuesday. This ongoing program offers virtual professional training sessions to local government staff and other stakeholders in support SCAG’s strategic goal to produce innovative solutions that improve the quality of life for people in Southern California. Elected officials, local planners, community organizers, students, and community members can gain practical skills and knowledge on current planning issues. Toolbox Tuesday will provide an opportunity for staff to present topics related to the 2028 Games and serve as a venue for external professionals to bring national and international approaches to Southern California.

2. REGIONAL PLANNING -- Lead regional planning efforts to support a 2028 Games for all of Southern California, including an approach to TDM.

SCAG’s regional planning will focus on passenger and freight TDM to increase the efficiency of the region’s transportation system. Activities aim to fill gaps needed to realize a “transit-first” Games, reducing vehicle miles traveled (VMT), ensuring minimal disruptions to business/logistics operations, and motivating enduring mode shifts. SCAG’s regional TDM planning will be integrated into communication efforts to ensure consistent and efficient messaging, in coordination with regional partners.

Within this **regional planning** strategy, staff will track the incentives identified and deployed, the number of partners engaged, and shifts in travel behavior. SCAG will lead the following two (2) projects:

2028 Games TDM Initiation Plan and Implementation. Building upon SCAG’s 2019 TDM Strategic Plan, this project will create a TDM Implementation Plan, Implementation Roadmap, and Toolbox to identify effective ways to address mega-events. This work will be supported by the implementation of pilot and permanent projects, as well as potentially developing and sustaining transportation management associations and organizations (TMA/TMO). SCAG will work with LA Metro to explore alignments with its TDM Strategic Plan. A comprehensive communications strategy will ensure SCAG connects information and critical updates with public and private partners.

2028 Games Freight TDM Implementation. SCAG will develop a first-of-class Freight TDM Strategy and Implementation Plan to support the anticipated operational impacts associated with the 2028 Games. SCAG will identify opportunities for pilot activities that incentivize more efficient goods movement, including off-peak delivery, micro-distribution consolidation, and others. This strategic approach will serve as a legacy framework to inform pilot projects in advance of full-scale deployment. SCAG will work with industry partners, local jurisdictions, the ports, LA Metro, and other partners in the development of its strategy, and ongoing engagement will facilitate sharing of

information, including event related impacts to critical routes so that businesses can make appropriate operational decisions.

3. TECHNICAL ASSISTANCE -- Fund implementation of pilot and permanent projects.

SCAG's technical assistance practice provides funding, administrative capacity, and technical expertise to implementing agencies to carry out projects that both meet local priorities and support regional goals. For Los Angeles County, SCAG will account for the project and program priorities of the Los Angeles Metro Mobility Concept Plan. SCAG's pilot and permanent projects will allow for implementation in time for the 2028 Games and will provide motivation for the region to advance more long-term adoption.

Within this strategy, staff will track the number of projects funded, the total funding distributed, as well as successful interventions. SCAG will lead the following four (4) projects.

TDM Pilot and Permanent Projects. Drawing recommendations from the TDM Initiation Plan and Implementation Roadmap, SCAG will identify public and private partners for pilot and permanent project implementation. Projects may include mobility hubs, first/last mile connections, wayfinding signage and digital tools, incentive programs, marketing campaigns, etc.

Freight TDM Pilot and Permanent Projects. For goods movement, SCAG will identify public and private partners for pilot and permanent project implementation, including off-peak operations, zero-emissions fleet conversion, and last-mile delivery solutions.

Quick-Build Transportation Safety Projects. Quick-builds allow for rapid changes to streets without the need to excavate or pour concrete or asphalt, using low-cost materials like paint, bollards, and signs to create new configurations to existing street space. SCAG will provide funding and technical assistance to projects selected through a competitive call for application and through a partnership with LADOT.

Community Hub Toolkit and Call for Projects. SCAG will engage local stakeholders to support the development of community hubs for the 2028 Games, facilitating community-led efforts to reduce vehicular trips. This concept allows SCAG and its local partners to reimagine street space as a community space, increasing access in place.

4. FUNDING AND ADVOCACY – Bring in and administer funding and resources.

SCAG has extensive experience administering federal and state grants, including fiscal and programmatic oversight over government, private, and nonprofit contractors. Activities include procurement, contract development and management, subawards to jurisdictions, and financial tracking. Existing funding sources include Safe Streets and Roads for All (SS4A), the Carbon Reduction Program (CRP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface Transportation Block Grant (STBG), and the California Active Transportation Program (ATP). In particular, the federal fiscal year 2026-2027 and federal fiscal year 2027-2028 STBG and CMAQ Call for Project Nominations, serves as a critical opportunity for partners to seek

funding to deliver projects and programs in support of the 2028 Games. SCAG recognizes the importance of the timing of this Call and will continue to encourage partners to apply.

Together with GME partners, SCAG will also advocate for policies and streamlined processes to expedite delivery of projects that support the Games, including those from the LA Metro Mobility Concept Plan. SCAG is currently exploring ways to work with Caltrans and the federal agencies on piloting expedited obligation processes for federal funds in support of 2028 Games projects/programs. When seeking additional funding sources, SCAG will evaluate the feasibility of obligating, programming, and expending funds so that projects are in place for the 2028 Games.

DRAFT



To: Executive/Administration Committee (EAC)
Executive/Administration Committee (EAC)

From: Elizabeth Carvajal, Deputy Director
(213) 236-1801, carvajal@scag.ca.gov

Subject: Resilience Preliminary Recommendations & Next Steps

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Following the Eaton and Pacific Palisades Wildfires, SCAG held a regional discussion through a Joint Policy Committee (JPC) meeting on rebuilding, recovery and resilience. The meeting included presentations from notable experts in planning, resilience, and disaster rebuilding and recovery. The JPC was followed in March and April with more focused discussions in each of the policy committees to understand the nature of disasters and how to best build regional and local capacity to be more resilient.

Based on these discussions, SCAG staff has prepared a set of preliminary recommendations on opportunities to leverage our capacities as a regional planning agency to support equitable and resilient recovery and rebuilding and long-term resilience. Following the completion of the policy committees and additional stakeholder engagement, staff will return to the EAC in June with a refined list of recommendations on activities to consider incorporating into existing planning work programs and/or to pursue through new grant or funding opportunities to build the region's capacity to prepare for and respond to disasters in order to be more resilient.

BACKGROUND:

The Eaton and Pacific Palisades Fires resulted in the destruction of communities. These wildfires served as a reminder that disasters can occur anywhere and at any time and that it is critical that resilience is at the forefront of community design and building and that communities are prepared for potential disasters.

SCAG defines resilience as the capacity of the region's built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future. As a region, the likelihood that communities will face shocks such as droughts, earthquakes, extreme heat, flooding, landslides, among others, is significant and the frequency of many these disasters is increasing as a result of the unavoidable impacts of climate change.

Each of SCAG's three policy committees (Community Economy and Human Development (CEHD), Environment and Energy Committee (EEC), and Transportation Committee (TC)) brought resilience content forward that aligns with the scope of each policy committee in March and continuing into April.

Preliminary Recommendations for Regional Capacity Building

The JPC and following policy discussions elevated a series of needs, opportunities, and best practices that SCAG can explore to further regional resilience. The strategies identified below are opportunities to expand the impact and reach of existing SCAG programs and explore new innovative strategies.

Resilience and Climate Adaptation Planning

- Finalize the SCAG Resilience Toolkit with a release anticipated in June 2025. In addition, SCAG will hold a series of consultations with jurisdictions to vet the Toolkit and share through Toolbox Tuesday.
- Update SCAG Climate Adaptation Guide and Framework as a simplified and streamlined resource for jurisdictions and other key partners to plan for and prepare for climate adaptation including potential disasters. The update will include 'how-to guides' and checklists for climate adaptation and preparedness plans such as Safety Elements and Hazard Mitigation Plans, among others.
- Develop a Wildlife Crossing Connectivity Masterplan, which will identify strategic locations for improving wildlife habitat connectivity for the SCAG region, which can enhance motorist safety and enable wildlife repopulation after natural disasters.
- Consider opportunities to support jurisdictions/transportation agencies to develop/update transportation emergency preparedness plans.
- Integral to building resiliency across the region, update SCAG's system preservation and maintenance needs assessment of local streets and roads, as a part of Connect SoCal 2028 development.

Tax Increment Financing Tools

Tax Increment Financing is a tool that jurisdictions can leverage to finance critical infrastructure. Through this strategy, staff will explore partnerships and develop resources to support jurisdictions

to assess the most appropriate financial vehicle to support planning for and building resilient communities-inclusive of critical infrastructure, housing, and community and economic development. This effort can identify the basic elements, pros and cons, along with the conditions that should be in place to support tax increment financing exploration for Climate Resilience Districts (CRDs) and/or Enhanced Infrastructure Financing Districts (EIFDs).

Infrastructure planning

Building on the success of the REAP 2.0 Regional Utilities Supporting Housing program (RUSH), SCAG will explore an approach for infrastructure planning and investments that are critical to meeting regional sustainable communities' strategy goals, including housing development, with a resilience lens. This work can further needs and opportunities identification and future capital investments. In parallel, SCAG will explore opportunities to support transportation systems vulnerability assessments that can lead to further planning and establish a pathway for resilient infrastructure funding via SCAG's federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Programs.

Disaster Recovery

SCAG will continue to support the Los Angeles County Office of Emergency Management (LAOEM) efforts through participation in several taskforces and working groups focused on recovery and rebuilding, resilience, housing and economic development. This includes co-leading an effort to develop a Resilience Guide to support homeowners with resources to inform decision-making around resilient rebuilding. SCAG will continue to participate in efforts, including identifying potential resources, geared towards supporting the communities impacted by the LA Wildfires to rebuild and recover.

Next Steps

Each of the three policy committees is holding additional resilience discussions this month. Based on these conversations and additional stakeholder engagement, staff expects to return to the EAC in June with a refined list of opportunities incorporated into a proposed work program to enhance SCAG's support for regional resilience and recovery. The work program will leverage existing resources allocated for SCAG's Sustainable Communities Program for technical assistance as well as explore new grant opportunities and funding partnerships.

FISCAL IMPACT:

Work associated with this item is included in the FY25 Indirect Cost Program (810.0120.20: Planning Policy Development).



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, Contracts and Contract 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 February 2025:

Vendor	Description	Amount
CARASOFT TECHNOLOGY CORP	LINKEDIN LEARNING SUBSCRIPTION	\$5,190
GLOBAL POLICY LEADERSHIP ACADEMY	TUITION FOR KOME AJISE	\$7,800
ENO TRANSPORTATION FOUNDATION	ANNUAL MEMBERSHIP	\$8,000
TAPE SPECIALTY INC DBA PROMOBLVD.COM	2025 GENERAL ASSEMBLY TOTE BAGS	\$9,667
SO. CALIFORNIA LEADERSHIP COUNCIL	ANNUAL MEMBERSHIP	\$20,000
BB2 TECHNOLOGY GROUP INC	VEEAM SOFTWARE RENEWAL	\$23,984
MOBILITY 21	ANNUAL MEMBERSHIP	\$25,000

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

Consultant/Contract No.	Description	Amount
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LUMI USA, Inc. 25-002-C01	The consultant shall provide electronic voting equipment, support, and services for SCAG’s monthly Regional Council meeting, various committee meetings, and annual Regional Conference and General Assembly.	\$174,425
Arup US, Inc. 24-012-MRFP 01	The Consultant shall provide services for an SCP CEEEJ project, Ventura County Farmworker Housing Study and Action Plan, in partnership with <i>House Farm Workers!</i> , a community-based organization. This project is funded by REAP 2.0 grant funds.	\$364,345

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

Consultant/Contract No.	Description	Amount
Acuprint, DBA Ink and Color 24-032-C01, Amendment 1	The consultant will continue to create printed materials for SCAG, including reports, brochures, fact sheets, and other materials to support SCAG’s many programs. This amendment exercises the first option year available in the contract to ensure printing services next fiscal year.	\$61,660

ATTACHMENT(S):

1. Contract 25-002-C01 Summary - Info
2. Contract 24-012-MRFP 01 Summary - Info
3. Contract 24-032-C01 Summary A01 - Info

CONSULTANT CONTRACT NO. 25-002-C01

Recommended Consultant:	LUMI USA, Inc.
Background & Scope of Work:	The consultant shall provide electronic voting (e-voting) equipment, support, and services. Specifically, the consultant shall provide SCAG with a flexible and 100% accurate electronic voting system to automate vote capture and reporting for SCAG’s monthly Regional Council Board, various committee meetings, and SCAG’s annual General Assembly.
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Providing accurate, easy-to-use electronic voting; • Enabling visual presentation of results for immediate voter review; documented voting roster; and results by participant name; and • Demonstrating SCAG’s commitment to conduct voting in an open, transparent, and accountable manner.
Strategic Priority:	This item supports SCAG’s Strategic Priorities No. 1 & 3: Establish and implement a regional vision for a sustainable future; and Spur innovation and action through leadership in research, analysis and information sharing.
Contract Amount:	<p>Total not to exceed \$174,425</p> <p>LUMI USA, Inc. (prime consultant) \$174,425</p> <p>Note: LUMI USA, Inc., originally proposed \$194,785 but staff negotiated the price to \$174,425 without reducing the scope of work.</p>
Contract Period:	Notice to Proceed through June 30, 2030
Project Number(s):	<p>811-1163.15 \$37,690 (Indirect Cost)</p> <p>800-0160.06 \$1,795 (General Fund)</p> <p>Funding of \$39,485 is available in the Fiscal Year (FY) 2024-25 Indirect Cost Program Budget and General Fund Budget in Project Number(s) 811-1163.15, 800-0160.06, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>
Request for Proposal (RFP):	This was a non-competitive/sole source procurement.
Selection Process:	This was a non-competitive/sole source procurement.
Basis for Selection:	LUMI is required for support of SCAG’s electronic voting system. This system is needed for SCAG’s monthly and annual Regional Council, Policy Committee, and General Assembly meetings. In May and July of 2024, SCAG’s Office of the Regional Council and the Audio-Visual Team conducted demonstrations and research of electronic voting systems on the market to identify possible upgrades/replacements to SCAG’s current system. Upon completion of the demonstrations and research, it

Attachment: Contract 25-002-C01 Summary - Info (Purchase Orders, Contracts and Contract Amendments below Regional Council’s Approval

	<p>was decided that there was no suitable replacement for SCAG’s current electronic voting system (LUMI), as the current market offerings do not meet SCAG’s needs. For example, other options on the market have account and security limitations, limited voting display capabilities, and complicated system use. LUMI devices provide added security and management of board member accounts using smart cards. Smart cards are utilized to record votes for each elected official. These smart cards remove the need for each voting member to manage their own electronic voting account, which is now common on other systems. SCAG elected officials are familiar with the current system used during monthly Board and General Assembly meetings.</p>
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CONSULTANT CONTRACT NO. 24-012-MRFP 01

Recommended Consultant:	Arup US, Inc.								
Background & Scope of Work:	The Consultant shall provide services for a Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEJ) project, “Ventura County Farmworker Housing Study and Action Plan,” in partnership with <i>House Farm Workers!</i> a local community-based organization (CBO). This project is funded by Regional Early Action Planning (REAP 2.0) grant funds from the California Department of Housing and Community Development (HCD). Specifically, the Consultant will create a Countywide Farmworker Housing Study and Action Plan, which will use survey data to summarize farmworker needs, identify key policy, financial, and regulatory barriers, and generate solutions to housing development, including identifying optimal housing typologies and gaps in social services in the form of an Action Plan.								
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Assisting all jurisdictions within Ventura County to identify and address farmworker housing needs and support a stable and healthy agricultural workforce; • Increasing and improving farmworker housing through transformative development of infill sites which reduces VMT for farmworkers, affirmatively furthers fair housing, and protects environmental and agricultural resources; and, • Conducting robust community engagement to inform the Study and Action Plan in collaboration with a local community-based organization. 								
Strategic Plan:	This item supports SCAG’s Strategic Plan Objective 1.6: Identify solutions through regional planning and local planning programs to address systemic barriers to housing production to meet the needs of the region.								
Contract Amount:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td> <td align="right">\$364,345</td> </tr> <tr> <td>Arup US, Inc (prime consultant)</td> <td align="right">\$239,123</td> </tr> <tr> <td>Economic & Planning Systems (subconsultant)</td> <td align="right">\$54,943</td> </tr> <tr> <td>Estolano Advisors (subconsultant)</td> <td align="right">\$70,279</td> </tr> </table>	Total not to exceed	\$364,345	Arup US, Inc (prime consultant)	\$239,123	Economic & Planning Systems (subconsultant)	\$54,943	Estolano Advisors (subconsultant)	\$70,279
Total not to exceed	\$364,345								
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Economic & Planning Systems (subconsultant)	\$54,943								
Estolano Advisors (subconsultant)	\$70,279								
Contract Period:	February 14, 2025 through June 30, 2026								
Project Number(s):	<p>Funding source: REAP 2.0</p> <p>Funding of \$364,345 is available in the Fiscal Year (FY) 2024-25 Overall Work Program (OWP) Budget in Project Number 305.4927Y1.03. Any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.</p>								
Request for Proposal (RFP):	SCAG staff notified 20 firms on the bench of the release of 24-012-MRFP 01 via SCAG’s Solicitation Management System website. A total of 9 firms downloaded								

	<p>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%;">Arup US, Inc. (2 subconsultants)</td> <td style="text-align: right;">\$364,345</td> </tr> <tr> <td>LeSar Development Consultants (2 subconsultants)</td> <td style="text-align: right;">\$349,856</td> </tr> <tr> <td>Harris & Associates (2 subconsultants)</td> <td style="text-align: right;">\$374,991</td> </tr> </table>	Arup US, Inc. (2 subconsultants)	\$364,345	LeSar Development Consultants (2 subconsultants)	\$349,856	Harris & Associates (2 subconsultants)	\$374,991
Arup US, Inc. (2 subconsultants)	\$364,345						
LeSar Development Consultants (2 subconsultants)	\$349,856						
Harris & Associates (2 subconsultants)	\$374,991						
<p>Selection Process:</p>	<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 three (3) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>Lyndsey Nolan, Senior Regional Planner, SCAG Ruchita Kadakia, Planning Manager, Ventura County Gabrielle Vignone, Executive Director, <i>House Farm Workers!</i></p>						
<p>Basis for Selection:</p>	<p>The PRC recommended Arup US, Inc. for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project; specifically, Arup’s proposal elaborated on the level effort for each task clearly, explaining the methodology for several tasks beyond the language included in the RFP. <p>In addition, their proposal was very thorough in describing the document review process, demonstrating their understanding of the importance of this process and the complex partnership structure and respective partner roles. Further, during the interview Arup’s presentation and responses to questions demonstrated clear understanding of the project needs across the entire interviewing team while showcasing their use of visuals and graphics to supplement verbal information in an easy-to-follow format. Similarly, their team articulated complex ideas in clear and simple terms, indicating an ability to effectively translate technical concepts to community members and farmworkers.</p> <ul style="list-style-type: none"> • Provided the best technical approach. For example, Arup’s technical approach included climate resilience analysis and considerations and an additional final workshop as part of Task 5 Final Study and Action Plan to help reconcile any outstanding opposing ideas. Arup’s proposal and interview presentation utilized visuals, demonstrating how their graphics skills could be applied to the project. Finally, they provided a strong response to the question of what methodology they would use to identify regulatory barriers in Task 2.4 Policy and Regulatory Constraints. • Provided the best overall value for the level of effort proposed. Not only did their consultant team propose the greatest number of hours dedicated to the project (with the lowest average rate per hour), but they also had the clearest vision for prime/sub integration as well as how the consultant team, particularly the engagement-focused sub, would complement the role and work of <i>House Farm Workers!</i> (the CBO partner on this project). Their proposal includes some Spanish translation while leaving enough 						

budget for *House Farm Workers!* or the County to cover the remainder; in addition, the project management team includes Spanish speakers who can review translated materials. Though Arup did not propose the lowest price, the PRC selected the firm's proposal because of the value the firm would bring to this project.

Although one other 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 understanding of their proposed technical approach as the selected consultant. The proposal and interview did not detail or elaborate on how the tasks would be completed; the proposal also did not address regional context or project intent, although this was touched on in the presentation. Their response to the question about the methodology for Task 2.4 was unclear; moreover, the interviewing team did not address how the prime or subconsultants would complement the CBO partner's outreach and engagement work. Finally, their approach to developing infographics was confusing because they mentioned hiring an outside party which was not reflected in the proposal or factored into their proposed budget.

CONSULTANT CONTRACT NO. 24-032-C01 AMENDMENT NO. 01

Consultant:	Acuprint, DBA Ink and Color
Background & Scope of Work:	<p>On April 1, 2024, SCAG awarded Contract 24-032-C01 to Acuprint, DBA Ink and Color to create printed materials for SCAG. In order to fulfill SCAG’s mission of creating and implementing a regional plan, effective communication is paramount, and printing services are one of SCAG’s most essential tools. Printed materials are a powerful medium to inform and engage our diverse audiences. We prepare reports, brochures, fact sheets, and other materials to:</p> <ul style="list-style-type: none"> • Disseminate information about our plans and projects: We want everyone to understand our vision for the future of Southern California. Printed materials provide clear and accessible explanations of our initiatives, fostering awareness and support; • Facilitate engagement: We actively seek the input of our communities through workshops, meetings, and hearings. Printed materials serve as valuable tools to inform stakeholders about these opportunities; and • Comply with legal requirements: Public transparency is crucial to our operations. We utilize printed materials to ensure compliance and foster trust with our stakeholders <p>The scope of work includes, but is not limited to:</p> <ul style="list-style-type: none"> • Digital printing: This includes printing documents such as brochures, flyers, postcards, and business cards; • Offset printing: This includes printing large quantities of documents, such as report books and conference programs; • Large format printing: This includes printing posters, banners, and other signage; • Specialty printing: This includes printing documents that require special finishing techniques, such as embossing, foil stamping, and die-cutting; and • Binding and finishing: This includes services such as folding, stapling, binding, and laminating. <p>Acuprint, DBA Ink and Color will be a key partner in helping us achieve our goals of informing our communities, fostering engagement, and shaping a vibrant and sustainable future for Southern California.</p> <p>This amendment increases the contract value from \$26,599 to \$93,660 (\$61,660) and extends the contract term from 04/01/25 to 6/30/27. This increase reflects the cost of services for the two (2) 12-month option years exercised in this first amendment to the contract.</p>
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 public awareness: Clear and concise printed materials ensure that everyone understands our plans and projects, leading to greater public participation and support;

	<ul style="list-style-type: none"> Improved communication: Printed materials provide a tangible way to communicate with diverse audiences, overcoming language barriers and ensuring accessibility for all; and Enhanced stakeholder engagement: By providing readily available information through print, we foster a more informed and engaged public, leading to better decision-making and outcomes for our region. 						
Strategic Plan:	<p>This item supports the following SCAG Strategic Plan Priorities:</p> <ol style="list-style-type: none"> 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 						
Amendment Amount:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Amendment 1</td> <td style="text-align: right;">\$61,660</td> </tr> <tr> <td>Original contract value</td> <td style="text-align: right;"><u>\$26,599</u></td> </tr> <tr> <td>Total contract value is not to exceed</td> <td style="text-align: right;">\$93,660</td> </tr> </table>	Amendment 1	\$61,660	Original contract value	<u>\$26,599</u>	Total contract value is not to exceed	\$93,660
Amendment 1	\$61,660						
Original contract value	<u>\$26,599</u>						
Total contract value is not to exceed	\$93,660						
Contract Period:	April 1, 2024 through June 30, 2027						
Project Number:	<p>Funding sources: Indirect Cost Program</p> <p>Funding of \$35,000 is available in the Fiscal Year (FY) 2024-25 TDA Program Budget and Indirect Cost Program Budget in Project Number(s) 700-4743.05 and 810-0120.06, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>						
Basis for the Amendment:	<p>This amendment exercises the first option year available in the contract to ensure that there is no disruption of printing services needed in the next year. This amendment also increases the contract value to fund additional printing services needed for SCAG's expanded support for legislative advocacy. The printed materials that the Consultant provides under this contract help ensure that SCAG has a continued strong and visible presence at federal and state legislative events. These printing services and materials are crucial for maximizing the impact of our engagement with legislators and staff and for effectively communicating SCAG's key priorities.</p>						



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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

ACCOUNTING:

Membership Dues

As of February 28, 2025, 189 cities, 6 counties, 7 commissions, and 11 tribal governments have paid their Fiscal Year (FY) 2024-2025 membership dues. SCAG has collected \$2.74 million out of \$2.76 million billed. This represents 99.38% 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 February 28, 2025, SCAG has invested \$25.18 million in the LAIF account and has earned \$577,041.65 in interest income (as of Q2). The interest earnings are distributed on a quarterly basis with an average interest rate of 4.35%. Additionally, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance, interest earnings from this account are distributed monthly. As of February 28, 2025, SCAG has invested \$42.72 million in the Money Market Account and has earned \$1,465,018.51 (YTD), in interest income.

BUDGET & GRANTS (B&G):

Staff completed the development of the FY 2025-26 Draft Comprehensive Budget, including the Overall Work Program (OWP). The proposed Comprehensive Budget of \$390.82 million was approved by the Executive Administration Committee (EAC) and the Regional Council (RC) on March 6, 2025. The Draft OWP was released for a 30-day public comment period ending April 7, 2025. The Final Budget will be presented to the EAC and RC for approval in May.



Staff also completed preparing Amendment 2 to the FY 2024-25 Comprehensive Budget including the OWP. After approval by the EAC and RC in April 2025, Amendment 2 to the FY2024-25 OWP will be submitted to Caltrans for final approval.

CONTRACTS ADMINISTRATION:

In March 2025, the Contracts Administration Department staff supported 21 formal procurements and 192 active contracts for professional services. In this month's consent calendar agenda item, "Purchase Orders, Contracts, and Amendments below Regional Council's Approval Threshold," staff reports executing two contracts and one contract amendment under the approval threshold and issuing seven purchase orders to support ongoing business operations in February 2025.



To: Executive/Administration Committee (EAC)
Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Elizabeth Carvajal, Deputy Director
(213) 236-1801, carvajal@scag.ca.gov

Subject: REAP 2 Program Update

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

EXECUTIVE SUMMARY:

SCAG's final award allocation of \$231.5 million of REAP 2.0 funding as approved by the Regional Council prioritizes funding a series of competitive and formula-based grant awards including \$192 million to approximately 100 projects alongside regional capacity building projects. Since finalizing the funding award with the State, staff has been working with grantees to move projects forward. SCAG and other partners, through CalCOG, is advocating for a time extension to allow grantees sufficient time to complete their work. However, even with a potential time extension, some projects will not move forward which will require that SCAG reprogram funds in a timely manner to maximize grant resources. This report provides a progress update for SCAG's REAP 2.0 program.

BACKGROUND:

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

SCAG's REAP 2.0 program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Country Transportation Commission (CTC) Partnership Program. Within these program areas, SCAG established a series of formula-based and competitive sub-allocation programs that allow SCAG to pass through funding to cities, counties, and other eligible applicants to implement transformative projects. The grant also

supported a limited number of regional capacity building projects, including a Transportation Data Program to support data-driven planning in support of program goals. Other investments initially made in regional capacity building projects were cut from the REAP 2.0 program, as a result of funding reductions imposed by the State's FY 25 Budget.

PROGRAM PROGRESS UPDATES

The REAP programs are critical funding for implementing the strategies in the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. SCAG has been focused on working in partnership with grantees and partners to deliver projects and review project feasibility, finalize scopes, and accelerate the contracting process to ensure successful project delivery. Attachment A, which will be delivered after the packet is published, includes a complete list of projects that have been awarded funding through the sub-allocation programs and their status. All projects noted as pending or pre-MOU are expected to be underway by May. As discussed below and with RC authorization, any projects that have not progressed by the end of May will be considered for reprogramming with the goal of expending all grant resources by the expenditure deadline.

3rd Quarter Highlights

The program celebrated several major successes in the last quarter including closing out our first two grants:

- On February 28, the City of Calexico and Imperial County broke ground on the Calexico Intermodal Transportation Center (ITC). When complete, the ITC will promote better mobility and economic revitalization for the region by bringing together public and private transportation providers into a centralized hub to streamline services and improve transportation. Regional collaboration and investment, including \$1 million REAP 2.0 award for property acquisition, has been instrumental in moving this project forward.
- SCAG contributed \$2.37 million through a funding partnership with RCTC to support the Riverside Transit Agency's (RTA) GoMicro Microtransit Pilot. The SCAG funding was used to fund an additional year of service for the ongoing pilot project, which was created to replace underperforming fixed route service in a 30 square mile area in the cities of Hemet and San Jacinto. Ridership has been high since the launch of the service, but the REAP 2.0 program allowed the pilot to improve efficiencies, meet growing ridership demands, and improve operations. GoMicro now serves around 6,000 monthly trips and is included in ongoing operational programming for RTA.

In addition to closing out these projects, major milestones were achieved across the region on projects funded by County Transportation Commission (CTC) Partnership Program to connect infill housing to daily services and increase travel options that support multimodal communities to shift

travel modes. The LA Metro Mobility Wallet Pilot 2:0 launched in early FY25 and is fully underway with applicants. SBCTA began the development of their VMT Mitigation Bank, a first for the region. OCTA's McFadden Avenue Transit Signal Priority Project is underway and on schedule, which will improve the speed and reliability of transit in infill communities in Orange County. Ventura County is underway with several projects, including the Santa Paula Branch Line Active Transportation project, a key countywide priority. SCAG anticipates the completion of several projects within calendar year 2025.

SCAG's REAP funded, Streetlight program continues to be a success, with over 90% of licenses being used by public agencies across the region. Recently, SCAG brought on a consultant to provide technical assistance to local jurisdictions, transit agencies, counties, and other public agencies. The Transportation Data Analysis Technical Assistance Program will provide a series of memos and white papers sharing how agencies can use Streetlight to answer questions related to VMT reduction and infill development.

Upcoming Milestones

By the end of the fourth quarter, staff anticipates funding almost \$14M in loan programs for three projects of the \$45 million Lasting Affordability Program, which supports innovative housing finance, housing trust funds, catalyst funds, and new permanent funding sources. These projects include:

- Century Affordable Development, Inc., Catalytic Development Fund, \$5M
- San Gabriel Regional Housing Trust, San Gabriel Valley Regional Housing Trust Revolving Loan Fund, \$5M
- Lift to Rise, We Lift: the Coachella Valley Housing Catalyst Fund, \$3.9M

Staff also anticipates that all remaining MOUs will be executed and/or removed from the REAP 2.0 program, so that funds can be reallocated in support of program objectives.

ADMINISTRATIVE CHALLENGES & PROGRAM MODIFICATIONS

Program Delays

The State FY25 budget resulted in an approximately 8-month pause to the REAP 2.0 program across the state with significant impacts to the SCAG region. Many project sponsors had to reassess the timing and feasibility of their projects given the remaining time to deliver the work products. SCAG pursued and received an administrative extension of 7 months from the California Department of Housing and Community Development. However, even with the additional time many grantees have struggled to right size the scope appropriately.

SCAG staff anticipates that some projects and/or funding will fall out from the program either because the grantee has decided that they cannot deliver the work (in full or in part) within the

performance period which ends in June 2026 or because SCAG staff determines that the project cannot feasibly be delivered. Delivery concerns can be attributed to delay in finalizing statements of work which are a critical preceding step to MOU execution and procurements.

Program Modifications

Staff recommends the following approach to identifying projects that should be withdrawn from the program. By the end of May, projects that do not have an executed MOU, a finalized scope, and/or have not been evaluated as having a strong pathway to completion by June 30, 2026, will be withdrawn from the program. Grantee responsiveness is critical to completing this milestone. Staff will send out a notification to all grantees who are at-risk advising of the above deadlines with copies provided to RC representatives and will continue to work with grantees to advance projects, as feasible.

While the top priority will be advancing existing projects, staff has prepared the following criteria to reprogram funding to ensure that SCAG has sufficient time to expend the funds and delivers programs that align with the REAP 2 objectives:

- **Project or Program complies with REAP 2 objectives** of Affirmatively Furthering Fair Housing, Infill Development, and Reducing Vehicle Miles Travelled
- **Supports SCAG Sustainable Communities Strategy**
- **Feasible delivery within REAP 2.0 program deadline**

Authority to implement these changes and modify the REAP 2 program budget are included in the Resolution for Budget Amendment 2 staff report on the April EAC agenda. Any changes to the program will be reported out to the EAC on a quarterly basis.

Legislative Time Extension

SCAG continues to work through CalCOG to request a time extension from the State to overcome unexpected challenges that may arise over the course of project delivery. However, given that approval of a time extension is uncertain and, if successful, the timing is not known, it is critical that SCAG moves forward with programs and projects that can feasibly complete work within the current performance period which ends on June 30, 2026.

NEXT STEPS

Staff will provide regular updates to the Regional Council and Policy Committees on the REAP 2.0 program, with an anticipated next update to the EAC in the first quarter of FY 26.

FISCAL IMPACT:



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