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MEETING NO. 657

REGIONAL COUNCIL

*Members of the Public are Welcome to Attend
In-Person & Remotely*
Thursday, July 6, 2023
12:00 p.m. – 2:00 p.m.

To Attend In-Person:
SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

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Meeting ID: 249 187 052

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Members of the public can participate in the meeting via written or verbal comments.

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, July 5, 2023**, 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, July 5, 2023, 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.

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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.

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Rick Denison Yucca Valley Town Hall 57090 Twentynine Palms Hwy Yucca Valley, CA 92284	**Jonathan Dumitru** City of Orange - City Hall 300 E Chapman Ave Orange, CA 92868	**Margaret E. Finlay** 2221 Rim Rd. Duarte, CA 91008
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Linda Krupa City of Hemet - City Hall 445 E Florida Ave Hemet, CA 92543	**Patricia Lock Dawson** City of Riverside - City hall 3900 Main St 7th Floor Conference Room Riverside, CA 92522	**Vianey Lopez** Ventura County Government Center 800 S. Victoria Avenue Ventura, CA 93009
Ken Mann City of Lancaster - City Hall 44933 Fern Ave Conference Room A Lancaster, CA 93534	**Steve Manos** City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530	**Casey McKeon** Heslin Holdings 23421 South Pointe Dr Suite 270 Laguna Hills, CA 92653

L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730	**Marisela Nava** City of Perris - City Hall 101 N D St Perris, CA 92570	**Maria Nava-Froelich** Calipatria Unified School District 501 W. Main Street Room 4 Calipatria, CA 92233
Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, Ca 92324	**Celeste Rodriguez** City of San Fernando - City Hall 117 Macneil St San Fernando, CA 91340	**Zak Schwank** City of Temecula - City Hall 41000 Main Street Mayor's Office - Third Floor Temecula CA, 92590
Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701	**Alan D. Wapner** City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764	

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, July 6, 2023
12:00 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Art Brown, President)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1.   Connect SoCal 2024: Policy Framework   PPG. 11
(Sarah Jepson, Chief Planning Director)

RECOMMENDED ACTION:
Adopt the updated Policy Framework for Connect SoCal 2024.

2.   REAP 2.0 CTC Partnership Program Award List   PPG. 28
(Nolan Borgman, Planning Supervisor)

RECOMMENDED ACTION FOR RC:
  1.   Approve the REAP 2.0 CTC Partnership Program Project Award List and Contingency List; and
  2.   Authorize the SCAG Executive Director or his designee to enter into agreements with the designated County Transportation Commissions under this program and execute all documents incident to the agreements.

CONSENT CALENDAR

<u>Approval Items</u>

3.   Approval of Amendment No. 2 to Executive Director's Employment Agreement and Annual Work Plan   PPG. 45

PRESIDENT'S REPORT
(The Honorable Art Brown, President)

EXECUTIVE DIRECTOR'S REPORT
(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
July 6, 2023

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

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

Subject: Connect SoCal 2024: Policy Framework

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:
Recommend that the Regional Council adopt the updated Policy Framework for Connect SoCal 2024.

RECOMMENDED ACTION FOR RC:
Adopt the updated Policy Framework for Connect SoCal 2024.

RECOMMENDED ACTION FOR CEHD, EEC AND TC:
Receive and File.

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

EXECUTIVE SUMMARY:
In June 2022, SCAG's Regional Council adopted a Policy Development Framework for Connect SoCal 2024 which documented the policy priorities and outlined a structure for continued policy development and leadership for plan development. This update to the Policy Framework advances those priorities and confirms the direction for Connect SoCal 2024 in advance of a draft plan release in October 2023.

BACKGROUND:
What is Connect SoCal 2024?
As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development.

SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

What is the Policy Development Framework?
In July 2021, the Executive Administration Committee directed staff to develop a Policy Development Framework for Connect SoCal 2024 that "identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development[1]".

In June 2022, the Regional Council adopted the Policy Development Framework for Connect SoCal 2024 that identified the draft Vision and Goals for the plan, identified key policy priorities, outlined the structure for advancing policies through the three SCAG Policy Committees and established the Connect SoCal 2024 Special Subcommittees that concluded in Spring of this year.

Policy Framework Update
Over the past year, each Policy Committee have reviewed and discussed fundamental policy and technical aspects of plan development. The Special Connect SoCal 2024 Subcommittees dug deeper into three intersectional topics: Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning to develop white papers and recommendations. Then from April to June, SCAG conducted outreach and engagement activities and heard from thousands of stakeholder and community members throughout the region about their current challenges and priorities for the future. The direction and feedback from these avenues, in addition to ongoing engagement with stakeholders through SCAG's working group and technical advisory committees, are being incorporated in the development of the draft Connect SoCal 2024.

This update to the Policy Framework reflects specific elements of direction and feedback received over the past year. First, an update to the Goals and Vision (based on public outreach and engagement), a methodology for Priority Equity Communities (based on engagement with stakeholders and direction from Policy Committee members) and finally, a set of Regional Planning Policies (based on direction from the standing Policy Committees and special Connect SoCal Subcommittees and review by stakeholders in April 2023).

> **Vision and Goals:** During April - June 2023, SCAG conducted public outreach and engagment activities including, but not limited to public workshops and a public survey. The full findings are discussed in a July 2023 staff report to the SCAG Policy Committees and will inform plan development in a myriad of ways. While most of the top responses and comments were currently reflected in either the Vision or Goals, there were two prominent themes expressed in both the survey and workshop comments that weren't reflected.

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[1] https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2256&Inline=True

Vision: One of the top responses in the public survey of over 3,600 respondents when asked about envisioning the region in 2050 was: "A region that is prosperous, with economic opportunity for all residents." The plan Vision has been updated to include "prosperous".

Goals: One prominent workshop comment theme and top response in the survey was about resource use ("Sustainable in its use of resources"; "More sustainable designs to conserve water and energy in residential and public spaces"). An environment subgoal has been updated to reflect the aim to "enable more sustainable use of energy and water."

Priority Equity Communities: SCAG has developed a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the Plan. This methodology has been developed and reviewed by stakeholders and members of the public during the Connect SoCal 2024 outreach and engagement, as well as direction from the Energy and Environment Committee.

Regional Planning Policies: The draft Regional Planning Policies were presented in June 2023 to each SCAG Policy Committee. The set of policies included in this framework incorporates feedback received at those meetings. Specifically, a policy to addresses safety and personal security on transit has been added to the Safety category.

Next Steps

SCAG staff are seeking approval of the Policy Framework to confirm the approach for the plan and the use of the Regional Planning Policies and Priority Equity Communities methodology before these elements are used for development of Implementation Strategies and analysis, respectively, for the draft Connect SoCal 2024. A release of the draft Connect SoCal 2024 is anticipated in October 2023 with a final plan adoption anticipated for April 2024.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. Policy Framework for Connect SoCal 2024

Policy Framework for Connect SoCal 2024

JULY 2023 UPDATE

Originally approved by the Regional Council on June 2, 2022 as a Policy Development Framework, this document carried forward the existing Policy Priorities that will be reflected in Connect SoCal 2024, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It also outlined a policy development leadership structure and outlook to foster policy education, engagement, consensus building and decision-making.

This July 2023 update serves to confirm the direction for Connect SoCal 2024 in advance of the draft plan release in October 2023. The changes reflect feedback on plan elements from stakeholders and the general public as well as discussions with and direction from SCAG leadership, including the regular Policy Committees and the Connect SoCal 2024 Special Subcommittees. The major changes in this version can be found in the additions of the "Connect SoCal 2024: Policy Structure" and "Priority Equity Communities" sections which serve to advance the previously set Policy Priorities.

DRAFT PLAN VISION AND GOALS

In January 2022, staff began engaging with stakeholders through the Regional Planning Working Groups and the Technical Working Group on the draft Vision and Goals for Connect SoCal 2024. Their feedback informed the original draft Vision and Goals which were further modified based on public outreach and engagement in Spring 2023. Changes to the Vision and Goals since the June 2022 adopted version of this framework, based on public outreach and engagement, are noted in **bold**.

The draft Vision is meant to capture what we want the region to be by 2050 and is supported by four draft Goals, each centered around a key theme (Mobility, Communities, the Environment, and the Economy). These goals are each further defined by supporting sub-Goals.

DRAFT VISION

A healthy, **prosperous,** accessible and connected region for a more resilient and equitable future.

DRAFT GOALS

Mobility: Build and maintain a robust transportation network.

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

Communities: Develop, connect, and sustain communities that are livable and thriving.

- Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.

- Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
- Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.

Environment: Create a healthy region for the people of today and tomorrow.

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions **and enable more sustainable use of energy and water**.
- Conserve and restore the region's natural and agricultural resources.

Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

- Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and to foster the growth of small businesses in underserved communities.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.
- Improve regional multimodal transportation system infrastructure and efficiency to enhance the region's global economic competitiveness.

POLICY PRIORITIES

The Draft Policy Priorities are based upon policy direction established in Connect SoCal 2020 and recent Regional Council actions to address three of the emerging issues facing the region.

EMERGING ISSUES

There are three salient and interconnected challenges facing our region: equity, resilience, and the economy. Actions by SCAG's Regional Council since the adoption of Connect SoCal 2020 provide a policy foundation for work on the next plan and expanded policy focus on these emerging issue areas.

Equity

On July 2, 2020, the Regional Council adopted Resolution No. 20-623-2[1] on Racial and Social Justice, affirming SCAG's commitment to meaningfully advance justice, equity, diversity and inclusion, and establishing the Special Committee on Equity and Social Justice to advance social justice throughout the agency.

On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan[2], the purpose of which is to guide and sustain SCAG's regional leadership in service of equity and social justice. It reflects discussions and feedback provided to the Special Committee on the definition of equity and overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities.

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[1] https://scag.ca.gov/sites/main/files/file-attachments/rc070220agn01.pdf?1602368143
[2] https://scag.ca.gov/sites/main/files/file-attachments/rc050621fullpacket.pdf#page=91

2

Resilience

On January 7, 2021, the Regional Council adopted Resolution No. 21-628-1[3] on Climate Change Action that affirms a climate change crisis in Southern California and identifies actions for SCAG to undertake, including: developing a regional resilience framework, initiating a regional climate planning network, and developing a regional advanced mitigation program (RAMP). On October 12, 2022 the Regional Council also adopted a Water Action Resolution that called on local and regional partners to join together to adopt an "all of the above" response to the drought and water shortage emergency. Resolution No. 22-641-3[4] requires SCAG to identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.

Economy

On July 1, 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) Final Report and Recommendations[5], which identifies five core principles to drive SCAG's work and to act as a lens for identifying recommendations:

1. Center the economic recovery strategy on racial and gender equity; focusing in reducing the racial wealth gap;
2. Focus on rebuilding the middle class with high road employment;
3. Ensure that all strategies contribute to a climate ready region;
4. Tailor strategies to the needs of both industry sectors and geographic subregions; and
5. Bring new and diverse voices to the table.

On February 4, 2021, the Regional Council adopted Resolution No. 21-629-2[6] to establish a Broadband Action Plan to assist in bridging the digital divide. The Broadband Action Plan includes incorporating broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs and future RTP/SCS strategies.

CONNECT SOCAL 2024: POLICY STRUCTURE

Connect SoCal 2020 was organized by a Core Vision and Key Connections. Many of the policies and strategies summarized as the Core Vision are reflective of the policies and projects developed at the local level and gathered by SCAG through the plan development process (through the Local Data Exchange with local jurisdictions and Project List submissions from County Transportation Commissions). Key Connections, in contrast, identified critical regional strategies to "close the gap" between what could be accomplished through intensification of core planning strategies alone, and what needed to be done to meet increasingly aggressive greenhouse gas reduction goals.

Many of these locally driven projects and policies will be carried forward into Connect SoCal 2024 but organized instead by Regional Planning Policies and Implementation Strategies. This change will allow SCAG to better reflect the breadth of issue areas within Connect SoCal 2024, integrate the emerging issue

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[3] https://scag.ca.gov/sites/main/files/file-attachments/rc010721fullpacket.pdf#page=12
[4] https://scag.ca.gov/sites/main/files/file-attachments/scag-resolution-22-647-3-water-final.pdf
[5] https://scag.ca.gov/sites/main/files/file-attachments/rc070121fullpacket.pdf#page=13
[6] https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf#page=13

areas within the RTP requirements and to better support partners in demonstrating alignment with the regional plan.

- **Regional Planning Policies**: will carry on the intent of the *Core Vision* and *Key Connections* to articulate broad and established regional policies or best practices for land use and transportation planning. CTCs or local jurisdictions can point to these policies to establish alignment with the RTP/SCS. The list of Regional Planning Policies is included in Appendix 1.

- **Implementation Strategies** will be priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies to support the region in "closing the gap" in order to reach plan goals. The list of Implementation Strategies will be included in the draft plan release and will align with categories of Regional Planning Policies.

The below chart articulates how SCAG will carry forward the Core Vision, Key Connections and other policy areas of Connect SoCal 2020 into this new Regional Planning Policies organization. There are also several new policy areas based on recent Regional Council Resolutions or discussions and direction from Policy Committee members.

Connect SoCal 2020	Change	Connect SoCal 2024
CORE VISION	⟶	REGIONAL PLANNING POLICIES
Sustainable Development	-	**Mobility** • System Preservation and Resilience • Complete Streets • Transit and Multimodal Integration • Transportation Demand Management • Transportation System Management • Technology Integration* • Safety • Funding the System/User Pricing
System Preservation & Resilience	-	
Demand & System Management	-	
Transit Backbone	-	
Complete Streets	-	
Goods Movement	-	
KEY CONNECTIONS	⟶	
Smart Cities & Job Centers	Merged under "Transportation Demand Management" and "Technology Integration"	**Communities** • Priority Development Areas • Housing the Region* • 15 Minute Communities* • Equitable Engagement and Decision-Making *
Housing Supportive Infrastructure	Broadened to "Housing the Region"	
Go Zones	Merged under "Transportation Demand Management"	**Environment** • Sustainable Development • Air Quality • Clean Transportation • Natural and Working Lands Preservation • Climate Resilience
Accelerated Electrification	Revised and Merged under "Clean Technology"	
Shared Mobility & Mobility as A Service (MaaS)	Revised and Merged under "Transit and Multimodal Integration"	**Economy**

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		• Goods Movement • Broadband* • Universal Basic Mobility* • Workforce Development * • Tourism

* New policy area for Connect SoCal 2024

PRIORITY EQUITY COMMUNITIES

SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. In order to implement the policy direction noted above in the "Emerging Issues" section into Connect SoCal 2024 development, staff have prepared a new approach for Connect SoCal 2024's Equity Analysis that is grounded on best practices and extensive internal and external stakeholder input. This method for defining Priority Equity Communities (formerly Environmental Justice areas, Disadvantaged Communities and Communities of Concern) frames and focuses the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

On June 1, 2023, staff shared a report to the EEC on this final proposed approach for identifying an equity area for the SCAG region for use in the Connect SoCal 2024 Equity Analysis. Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the Plan. Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Staff propose determining a census tract as a Priority Equity Community if there is a concentration above the county average of:

1. **BOTH** low-income households[7] and people of color; OR
2. **EITHER** low-income households or people of color AND of four or more of the following:
   i. Vulnerable Ages[8]
   ii. People with Disabilities
   iii. People with Limited English Proficiency
   iv. Limited Vehicle and Transit Access[9]
   v. People without a High School Diploma
   vi. Single Parent Households
   vii. Housing Cost Burdened Households

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[7] Households with an income less than or equal to twice the federal "poverty level"
[8] Older adults over 65 years old and youth under 18 years old
[9] Households with more people than vehicles owned not located near a High-Quality Transit Corridor

With the proposed approach and using data from the U.S. Census Bureau American Communities Survey five-year estimates (2017-2021), Priority Equity Communities cover approximately 49 percent of the region's population.

Priority Equity Communities will be used to conduct analysis for the Connect SoCal 2024 Equity Analysis. In continuing to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California, staff will also explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the Plan.

POLICY DEVELOPMENT: LEADERSHIP & OUTLOOK

Policy discussions that occur during SCAG's Policy Committee meetings provide valuable direction to staff on areas for further research, potential strategies to address regional challenges, and priorities for what to include in the proposed plan.

Staff have brought forward informational and discussion items related to the relevant Regional Planning Policies; highlighting context and data from staff research; perspectives from academics, researchers or policy experts; and insights from local practitioners. Presentations have also focused on current subregional efforts and best practices to address Connect SoCal 2020 implementation, as well as emerging trends and new issues related to each Regional Planning Policy. The plan issue areas organized by Policy Committee are outlined in the table below.

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
Regional Planning Policies		
Mobility • System Preservation and Resilience • Complete Streets • Transit and Multimodal Integration • Transportation Demand Management • Transportation System Management • Technology Integration • Safety • Funding the System/User Pricing **Economy** • Goods Movement • Broadband • Universal Basic Mobility • Tourism	**Environment** • Sustainable Development **Communities** • Priority Development Areas • Housing the Region • 15 Minute Communities • Equitable Engagement and Decision-Making **Economy** • Workforce Development • Tourism	**Environment** • Sustainable Development • Air Quality • Clean Transportation • Natural and Working Lands Preservation • Climate Resilience *Environmental Compliance* • PEIR • Transportation Conformity • Environmental Justice • SB 375 Technical Methodology

JOINT POLICY COMMITTEE

The issues facing the region are intersectional and often do not neatly fit within one committee. For that reason, it is occasionally necessary to hold a Joint Policy Committee meeting of members from all three Policy Committees (Transportation; Community, Economic, Human Development; and Energy and Environment) to share pertinent information, discuss key plan development issues or seek coordinated actions or recommendations.

SPECIAL CONNECT SOCAL 2024 SUBCOMMITTEES

To help dive deeper into key areas for Connect SoCal, SCAG established three new subcommittees: Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning.

These three subcommittees were comprised of members from across the region. They met between September 2022 and February 2023 and prepared recommendations to SCAG Policy Committees on how to address these emerging issues within Connect SoCal 2024. The findings and recommendations from those subcommittees will be used to inform ongoing policy development discussions at each Policy Committee. The final White Papers along with agendas and materials from each subcommittee meeting can be found at their respective page at https://scag.ca.gov/meetings-subcommittees.

Appendix 1: SCAG Connect SoCal 2024: Draft Regional Planning Policies

The Regional Planning Policies establish broad regional policies for integrated land use and transportation planning and identify the path towards realizing the vision of Connect SoCal. The below policies are meant to guide decision making for both SCAG and partner agencies as we work towards a sustainable, equitable, and resilient future for the region. It is also intended to be used as a resource by County Transportation Commissions or local jurisdictions to demonstrate alignment with the RTP/SCS by referring to specific policies when seeking resources from state or federal programs.

Per Government Code §65080(b)(2)(K), SCAG's Sustainable Communities Strategy does not regulate the use of land, nor shall it be interpreted as superseding the exercise of the land use authority of cities and counties in the region. The guidance provided in these Regional Planning Policies is meant to support local jurisdictions in future General Plan updates to help in implementing the regional vision of Connect SoCal 2024.

In summary, carrying forward the below set of policies at the regional and local level will be critical in implementing the vision represented by Connect SoCal 2024.

(asterisk) in policies denotes terms that are defined in the glossary at the end of this document

MOBILITY
System Preservation and Resilience
1. Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.
2. Promote transportation investments that advance progress toward the achievement of asset management targets, including for National Highway System pavement and bridge condition and transit assets (rolling stock, equipment, facilities, and infrastructure).

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

Transit and Multimodal Integration
7. Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
8. Support connections across the public, private, and nonprofit sectors to develop transportation projects and programs resulting in improved connectivity.

9. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.
10. Support the implementation of transportation projects in Priority Equity Communities, and particularly with respect to Transportation Equity Zones, to enhance mobility, safety, and access to opportunities.
11. Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions.

Transportation Demand Management

12. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).
13. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers, and visitors.
14. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology, and by incorporating employment and residential sites of certain populations, for example employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202).

Transportation System Management

15. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.
16. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.

Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities for all residents within the SCAG region.
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy.
19. Advocate for technology that is adaptive and responsive to ensure that it remains up to date to meet the evolving needs of users and stakeholders.
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.
21. Proactively monitor and plan for the development, deployment, and commercialization of new technology as it relates to integration with transportation infrastructure.

Safety

22. Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs.

Funding the System/User Pricing

26. Promote stability and sustainability for core state and federal transportation funding sources.
27. Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and equitable distribution of costs and benefits.
28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.
29. Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.
30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.
31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.

COMMUNITIES

15 Minute Communities

32. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.
33. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability and resilience, and economic vitality.
34. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options.

Housing the Region

35. Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.
37. Support local, regional, state, and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.
38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities who have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest need and vulnerabilities.

41. Support efforts to increase housing and services for people experiencing homelessness across the region.

Priority Development Areas

42. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure including transit and utilities.
43. Promote the growth of origins and destinations in areas with a proclivity toward multi-modal options like transit and active transportation, to reduce single occupant vehicle dependency and vehicle miles traveled.
44. Seek to realize scale economies, or a critical mass, of jobs and destinations in areas across the region which can support non-SOV options and shorter trip distances, combined trips, and reduced vehicle miles traveled.

Equitable Engagement and Decision-Making

45. Advance community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.
46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in processes.

ENVIRONMENT

Sustainable Development

48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
49. Implement the Forecasted Regional Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders, to advance this shared framework for regional growth management planning.
50. Support communities across the region to advance innovative sustainable development practices.
51. Recognize and support the diversity of communities across the region by promoting local place-making, planning, and development efforts that advance equity, mobility, resilience and sustainability.

Air Quality

52. Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.
53. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.
54. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve the air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities*.

Clean Transportation

55. Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.
56. Promote equitable use of and access to clean transportation technologies* so that all may benefit from them.

57. Consider the full environmental life-cycle of clean transportation technologies including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity.
58. Maintain a technology neutral approach in the study of, advancement of, and, where applicable, investment in clean transportation technology.

Natural and Agricultural Lands Preservation

59. Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.
60. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.
61. Support regional conservation planning and collaboration across the region.
62. Encourage the protection and restoration of natural habitat and wildlife corridors.
63. Encourage conservation of agricultural lands to protect the regional and local food supply and agricultural economy.
64. Encourage policy development of the link between natural and agricultural conservation with public health.

Climate Resilience

65. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.
66. Support local and regional climate and hazard planning and implementation efforts.
67. Support nature-based solutions* to increase regional resilience of the natural and built environment.
68. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.
69. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment.

ECONOMY

Goods Movement

70. Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.
71. Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emission and clean technologies, and their supporting infrastructure.
72. Explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies where viable.
73. Advance comprehensive systems-level planning of corridor/supply chain operational strategies, integrated with road and rail infrastructure, and inland port concepts.
74. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system, including both highways and rail, to support the intermodal movement of goods across the region.

Broadband

75. Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.

76. Develop networks that are efficient, scalable, resilient and sustainable, to support transportation systems management and operations services and "tele-everything" strategies that reduce vehicle miles traveled, optimize efficiency, and accommodate future growth of regional economies.
77. Encourage investments to provide access towards digital activities that support upwards educational, financial and economic growth.
78. Advocate for current, accurate data to identify opportunity zones and solutions to support the development of broadband services to community anchor institutions and local businesses.
79. Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically neutral.
80. Use a bottom-up approach to identify and support a community's broadband needs.

Universal Basic Mobility*

81. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.
82. Promote increased payment credentials for disadvantaged community members and transition of cash users to digital payment technologies to address payment barriers.

Workforce Development

83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.
84. Encourage inclusive workforce development that promotes upward economic mobility.
85. Support entrepreneurial growth with a focus on underrepresented communities.
86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (market dynamics, technological advances, and climate change).
87. Inform and facilitate data-driven decision-making about the region's workforce.

Tourism

88. Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.
89. Encourage the reduced use of cars by visitors to the region by working with state, county, and city agencies to highlight and increase access to alternative options, including transit, passenger rail, and active transportation.

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REGIONAL PLANNING POLICY GLOSSARY

AB 617 Communities: In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program. The Program's focus is to reduce exposure in communities most impacted by air pollution. CARB, community members, local air districts, and other stakeholders are working together to identify community concerns and air quality priorities and develop actions to measure and reduce air pollution and health impacts. AB 617 Communities are communities affected by a high cumulative exposure burden around the State that have been selected by CARB annually since 2018 to develop and implement community air monitoring plans, community emission reduction programs, or both in order to improve air quality in their community. As of 2022, 17 communities have been selected as the designated AB 617 communities where air pollution reduction actions are underway. For more information on the AB 617 communities, please visit https://ww2.arb.ca.gov/capp-communities.

Clean Transportation Technologies: Zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.

Nature-based solutions: Actions that work with and enhance nature to help address societal challenges. This term describes a range of approaches that protect, sustainably manage, and restore nature to deliver multiple outcomes, including addressing climate change, improving public health, increasing equity, and protecting biodiversity[1]

Priority Equity Communities: Census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Technology Neutrality: A stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.

Transportation Equity Zones: Communities across the SCAG region most impacted by transportation-related inequities

Universal Basic Mobility: Programs that provide qualified residents subsidies for transit and other mobility services.

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Southern California Association of Governments
July 6, 2023

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
	Regional Council (RC)	
From:	Nolan Borgman, Planning Supervisor	*Kome Ajise*
	213-236-1962, borgman@scag.ca.gov	
Subject:	REAP 2.0 CTC Partnership Program Award List	

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council: (1) approve the REAP 2.0 County Transportation Commission (CTC) Partnership Program Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to enter into agreements with the designated CTCs under this program and execute all documents incident to the agreements.

RECOMMENDED ACTION FOR RC:
1. Approve the REAP 2.0 CTC Partnership Program Project Award List and Contingency List; and
2. Authorize the SCAG Executive Director or his designee to enter into agreements with the designated CTCs under this program and execute all documents incident to the agreements.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
Consistent with the CTC Partnership Program Guidelines approved by the Transportation Committee (TC) and Regional Council (RC) on October 6, 2022, staff is seeking approval of the REAP 2.0 County Transportation Commission (CTC) Partnership Program project award and contingency lists. The project award list consists of 33 projects totaling $80 million. Due to the constraints of the schedule established by the REAP 2.0 expenditure deadline of June 30, 2026, staff is bringing this approval request to both TC and RC simultaneously. Upon approval of the recommendation and the California Department of Housing and Community Development's approval of SCAG's Full REAP 2.0 Application, staff will enter agreements with the CTCs to encumber the funds, allowing the CTCs to initiate their SCAG-funded work on the projects.

BACKGROUND:

The State's Regional Early Action Planning Grants of 2021 program (REAP 2.0) supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty through the following program objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Furthering Fair Housing; and
3. Reducing Vehicle Miles Traveled.

REAP 2.0 is a grant program established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Funding comes from the state general fund, and approximately $600 million is available statewide. The program is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region formula share is $246,024,084. All REAP 2.0 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

SCAG has allocated $95 million to two REAP 2.0 transportation initiatives called the Transportation Partnership Programs – the CTC Partnership Program and the Regional Pilot Initiatives (RPI) Program. Both programs were first introduced to the Regional Council on July 7, 2022, when the Regional Council approved SCAG's REAP 2.0 Program Development Framework.

The CTC Partnership Program is an $80 million competitive program developed in close partnership between SCAG and the County Transportation Commissions (CTCs) to fund county-specific pilots and projects. The eligible recipients are the six CTCs within the SCAG region: Imperial County Transportation Commission (ICTC), Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC).

The CTC Partnership Program Guidelines, available on the SCAG REAP 2.0 program website, were approved by TC and RC on October 6, 2022. In alignment with REAP 2.0 and SCAG goals, the Guidelines specified eligible activities across the following categories:

1. Realizing Multimodal Communities
2. Shifting travel behavior through reducing driving
3. Increasing transit ridership

OUTREACH:

SCAG collaborated with the CTCs individually and through the creation of a CTC Partnership Program Working Group, and conducted general public and stakeholder outreach. The CTC Partnership Program Guidelines were discussed during the June 2022 meeting of the CTC Working Group. In August and September 2022, SCAG staff met one-on-one with the CTCs to identify

potential projects and to receive input in advance of developing final program guidelines. SCAG continued to meet with the CTCs monthly prior to the Call for Projects opening, including in-person site visits to each CTC.

The draft guidelines were released on September 20, 2022 and remained open for public comment for 22 days. The program was made available on SCAG's REAP 2.0 program website, and encouraged comment from all people who work, live, or have an interest in the SCAG region. SCAG staff shared the opportunity to share public comment through newsletters, targeted email blasts and meeting announcements. SCAG staff presented the CTC Partnership program to tribal representatives by virtual workshop on September 28, 2022, as well as presentations to stakeholders and the general public at virtual workshops on October 17, 2022 and October 20, 2022. SCAG also presented to the Regional Transit Technical Advisory Committee on March 29, 2023.

SUMMARY OF REVIEW PROCESS:
On April 12, 2023, SCAG released the CTC Partnership Program Call for Projects. Prior to closing the Call on May 9, 2023, SCAG held an application workshop and made office hours available to applicants. On May 10, 2023, prior to disseminating applications for panel review, staff conducted an initial review and deemed the applications complete. SCAG received a total of 37 projects totaling over $115 million.

Review criteria included:
- Eligibility: Each project had to meet all three REAP 2.0 goals and could not receive a zero (0) in any scoring category.
- Average score: Proposals were reviewed and scored by six-member panels according to the scoring rubric in the CTC Partnership Program Guidelines and scoring criteria in the CTC Partnership Program Application.
- Prioritization: Sub-applicants were asked to rank each of their projects in order of priority.
- Allocation Targets, based on California Department of Finance population projections for 2030, as included in the guidelines.
- A minimum of 70% of funds allocated towards Implementation Projects, as stipulated in the REAP 2.0 Guidelines.

SUMMARY OF AWARD RECOMMENDATIONS:

SCAG recommends funding 33 projects. These projects are well-aligned with REAP 2.0 and SCAG goals. Notices of intent to award were sent to the CTCs on June 12, 2023. A full list of project awards and contingency list is available in Attachment 1. A summary of awards across counties is provided below.

County	Projects Requested	Fully Funded	Partially Funded	Unfunded	Total Award
Imperial	1	1	-	-	$1,000,000
Los Angeles	11	6	3	1	$41,279,497
Orange	11	10	1	-	$13,290,000
Riverside	7	4	1	2	$11,088,635
San Bernardino	2	1	1	-	$9,564,868
Ventura	5	4	-	1	$3,777,000
Total SCAG Region	37	27	6	4	$80,000,000

Project awards are split across the three eligible projects categories:
- $35 million invested in projects to Increase Transit Ridership
- $36 million invested in projects to realize Multimodal Communities
- $9 million invested in projects to shift Travel Behavior

With the CTC Partnership Program, SCAG will fund a diverse set of transformative planning and implementation projects that expand access, increase mobility options, bring jobs and housing closer together, and achieve a more sustainable growth pattern across the region.

Please note that contingency projects will be awarded as funding becomes available (e.g., due to an initially awarded project's inability to comply with the State's REAP 2.0 requirements). Available funding will be prioritized for projects receiving partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed to fully fund the partial award, the surplus funds will be awarded to projects on the contingency list within the county where the funding was initially awarded. Surplus funds may also be made available for partial award in another county as deemed necessary to comply with the State's REAP 2.0 requirements.

NEXT STEPS:
Upon approval, staff will notify the State Partners of its recommendations. Once SCAG's Full Application is approved by the State, SCAG will initiate Memorandums of Understandings with the CTCs to encumber the funds, allowing the CTCs to initiate their SCAG-funded work on the projects.

FISCAL IMPACT:
The funding for this program in the amount of $80 million has been included in the REAP 2.0 work plan. Funding is subject to REAP 2.0 funding approval from the California Department of Housing and Community Development.

ATTACHMENT(S):
1. CTC Partnership Program Award and Contingency List
2. PowerPoint Presentation - CTC Partnership Program Award List Presentation

County Transportation Commission Partnership Program Award List

	CTC	Project	Requested Budget	Award	Awarded Budget
1	ICTC	Calexico Intermodal Transportation Center	$ 1,000,000	Full	$ 1,000,000
2	LA Metro	Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	$ 404,250	Full	$ 404,250
3	LA Metro	Countywide Signal Priority Cloud Based Solution	$ 4,004,028	Full	$ 4,004,028
4	LA Metro	Connecting Communities with Stress Free Connections	$ 5,250,000	Full	$ 5,250,000
5	LA Metro	First Last Mile Revolution: Transforming Metro Connections to Housing	$ 1,050,000	Full	$ 1,050,000
6	LA Metro	Traffic Reduction Study	$ 1,000,000	Full	$ 1,000,000
7	LA Metro	Enhanced GoSGV E-Bike Share Program	$ 2,625,469	Full	$ 2,625,469
8	LA Metro	North Hollywood Transit Center	$ 15,000,000	Full	$ 15,000,000
9	LA Metro	Mobility Wallets Pilot 2.0: Challenge and Low-Income	$ 10,000,000	Partial	$ 4,023,750
10	LA Metro	Urban Wilderness Access Feasibility Plan	$ 945,000	Partial	$ 372,000
11	LA Metro	Metro Bike Share In-fill Expansion	$ 12,075,000	Partial	$ 7,550,000
12	OCTA	Fullerton Park and Ride Transit Oriented Development Site Design Concepts	$ 500,000	Full	$ 500,000
13	OCTA	Active Transportation Outreach and Engagement Support	$ 400,000	Full	$ 400,000
14	OCTA	Orange County Cyclic Counts 2024-2025	$ 400,000	Full	$ 400,000
15	OCTA	Bikeways Connectivity Study	$ 500,000	Full	$ 500,000
16	OCTA	First Street Multimodal Boulevard Design	$ 4,300,000	Full	$ 4,300,000
17	OCTA	Orange County Mobility Hubs Pilot Concept of Operations	$ 300,000	Full	$ 300,000
18	OCTA	McFadden Avenue Transit Signal Priority Pilot	$ 3,690,000	Full	$ 3,690,000
19	OCTA	Reconnecting Communities through Complete Streets	$ 550,000	Full	$ 550,000
20	OCTA	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	$ 400,000	Full	$ 400,000
21	OCTA	Next Safe Travels Education Program (STEP) 2.0	$ 1,250,000	Full	$ 1,250,000
22	OCTA	Harbor Boulevard Cloud-Based Transit Signal Priority Stage II	$ 2,400,000	Partial	$ 1,000,000
23	RCTC	Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network	$ 2,005,000	Full	$ 2,005,000
24	RCTC	RCTC Core Capacity Innovative Transit Study	$ 3,000,000	Full	$ 3,000,000
25	RCTC	Vehicle Miles Traveled Study	$ 2,005,000	Full	$ 2,005,000
26	RCTC	RTA (Riverside Transit Agency) GoMicro Microtransit Pilot Program Extension	$ 2,378,635	Full	$ 2,378,635

27	RCTC	CV Link Community Connectors Analysis	$	3,905,000	Partial	$	1,700,000
28	SBCTA	San Bernardino County VMT Mitigation Bank	$	3,045,000	Full	$	3,045,000
29	SBCTA	Countywide Multi-Modal Complete Streets Program	$	24,957,081	Partial	$	6,519,868
30	VCTC	Countywide Paratransit Integration Study	$	300,000	Full	$	300,000
31	VCTC	Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Grant Program	$	1,500,000	Full	$	1,500,000
32	VCTC	Community Traffic Calming & Pedestrian and Bicycle Safety Program	$	300,000	Full	$	300,000
33	VCTC	Santa Paula Branch Line Active Transportation - Master Plan Update and Validate Connections to Serve New Housing and Reduce VMT	$	1,677,000	Full	$	1,677,000
							$80,000,000

CTC Partnership Program Contingency List

	CTC	Project Title	Requested	Original Recommendation	Original Recommended Amount	Unfunded Remainder
1	SBCTA	Countywide Multi-Modal Complete Streets Program	$24,957,081	Partial	$6,519,868	$18,437,213
2	LA Metro	Metro Bike Share In-Fill Expansion	$12,075,000	Partial	$7,550,000	$4,525,000
3	LA Metro	Mobility Wallets Pilot 2.0: Challenge and Low-Income	$10,000,000	Partial	$4,023,750	$5,976,250
4	OCTA	Harbor Boulevard Cloud-Based Transit Signal Priority Stage II	$2,400,000	Partial	$1,000,000	$1,400,000
5	RCTC	CV Link Community Connectors Analysis	$3,905,000	Partial	$1,700,000	$2,205,000
6	RCTC	Revised Active Transportation Plan for Coachella Valley	$754,000	Unfunded	0	$754,000
7	VCTC	VMT Adaptive Mitigation Program (AMP)	$200,000	Unfunded	0	$200,000
						$33,497,463

Contingency projects will be awarded as funding becomes available (e.g., due to an initially awarded project's inability to comply with the State's REAP 2.0 requirements). Available funding will be prioritized for projects receiving partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed to fully fund the partial award, the surplus funds will be awarded to projects on the contingency list within the county where the funding was initially awarded. Surplus funds may also be made available for partial award in another county as deemed necessary to comply with the State's REAP 2.0 requirements.

REAP 2.0 CTC Partnership Program
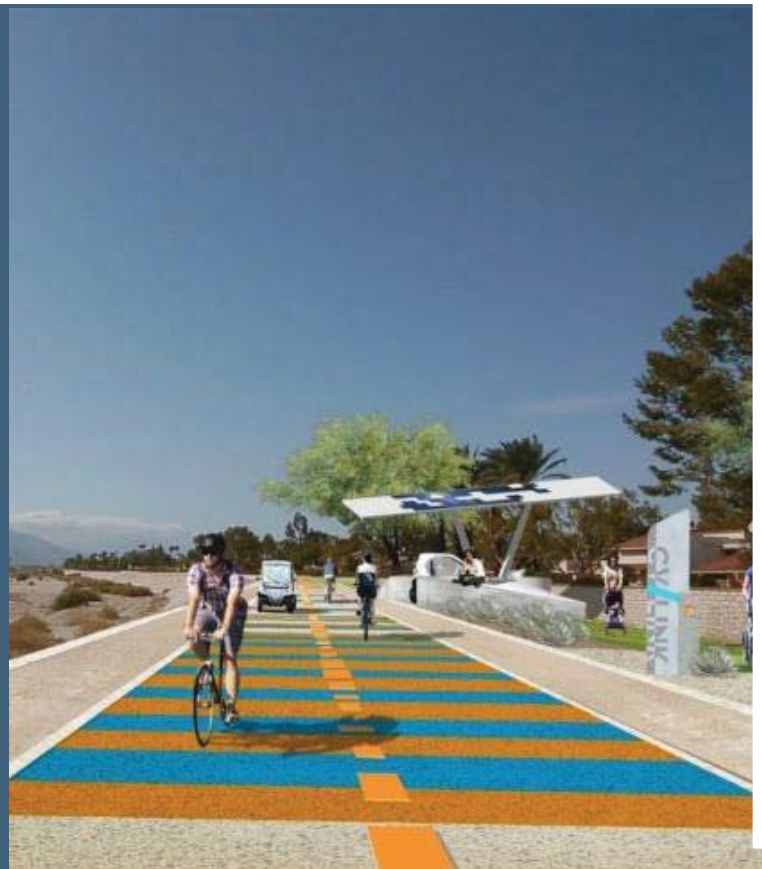
Award Recommendations

July 6, 2023

WWW.SCAG.CA.GOV

CTC Partnership Program

CTC Partnership Program

$80 million competitive grant program to fund transformative projects throughout the region

CTC Partnership Program Timeline

December 31, 2025
Funds expended
Deadline

October 22
TC and RC approve
Program Guidelines

May - June 2023
Review Process and
Project Selection

June 30, 2024
Funds obligated
Deadline

July 22
RC approved program
development framework

April 12 – May 9, 2023
Call for Projects

July 6, 2023
TC and RC approval;
Begin negotiating MOUs

Scoring System

Scoring Criteria	Points Possible	Points Received
SCAG Goals & SCS Implementation	**20 Points**	
Supports Connect SoCal Implementation	5	
Stakeholder Engagement	5	
Project Readiness	5	
Project Feasibility	5	
Project Location	**10 Points**	
Geographic Impact	5	
Connection to State Priorities	5	
Project Priorities	**10 Points**	
Connection to Local Priorities	5	
Connection to State Priorities	5	
Project Performance Evaluation	**10 Points**	
Performance Measurement Plan	5	
Performance Metrics	5	

Review Criteria

Eligibility	
REAP 2.0 Requirements	Average Scores

CTC Prioritization	
CTC Rankings	CTC Budget Requests

Targets	
Population Allocation	Implementation Targets
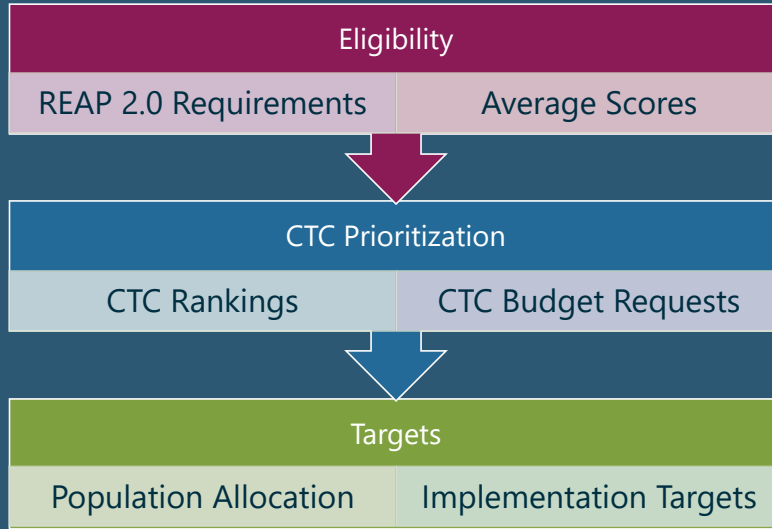
SUMMARY OF PROPOSALS

Proposals Received

- 37 Proposals totaling $115,831,713

CTC	2030 Population Target	Budget Requested	Differential
ICTC	$800,000	$1,000,000	-$200,000
LA Metro	$41,760,000	$52,610,997	-$10,850,997
OCTA	$13,280,000	$14,690,000	-$1,410,000
RCTC	$11,040,000	$15,551,635	-$4,511,635
SBCTA	$9,600,000	$28,002,081	-$18,402,081
VCTC	$3,520,000	$3,977,000	-$457,000
	$80,000,000	$115,831,713	-35,831,713

Award Recommendations

County	Quantity requested	Quantity fully funded	Quantity partially funded	Quantity unfunded	Recommended total award
Imperial	1	1	-	-	$1,000,000
Los Angeles	11	6	3	1	$41,279,497
Orange	11	10	1	-	$13,290,000
Riverside	7	4	1	2	$11,088,635
San Bernardino	2	1	1	-	$9,564,868
Ventura	5	4	-	1	$3,777,000
Total SCAG Region	37	27	6	4	$80,000,000

Progress Towards REAP 2.0 Goals

Shifting Travel Behavior, $9,073,750

Increasing Transit Ridership, $34,777,663

Realizing Multimodal Communities, $36,148,587
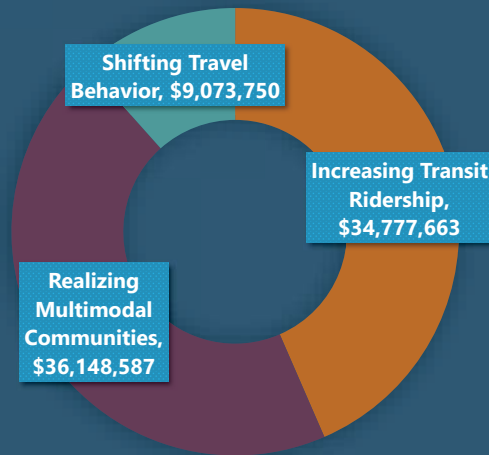
CTC RECOMMENDED AWARD LISTS

ICTC

Project Name	Project Award Amount	Recommendation
Calexico Intermodal Transportation Center	$1,000,000	Full
TOTAL	**$1,000,000**	

LA Metro

Project Name	Project Award Amount	Recommendation
North Hollywood Transit Center	$15,000,000	Full
Enhanced GoSGV E-Bike Share Program	$2,625,469	Full
Traffic Reduction Study	$1,000,000	Full
First Last Mile Revolution: Transforming Metro Connections to Housing	$1,050,000	Full
Connecting Communities with Stress Free Connections	$5,250,000	Full
Countywide Signal Priority Cloud Based Solution	$4,004,028	Full
Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	$404,250	Full
Metro Bike Share In-fill Expansion	$7,550,000	Partial
Mobility Wallets Pilot 2.0: Challenge and Low-Income	$4,023,750	Partial
Urban Wilderness Access Feasibility Plan	$372,000	Partial
Residential Micro Parking Options for Increasing EV sales while Reducing Housing Development Costs in the South Bay Sub-Region	$0	Unfunded
TOTAL	**$41,279,497**	

OCTA

Project Name	Project Award Amount	Recommendation
Next Safe Travels Education Program (STEP) 2.0	$1,250,000	Full
Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	$400,000	Full
Reconnecting Communities through Complete Streets	$550,000	Full
McFadden Avenue Transit Signal Priority Pilot	$3,690,000	Full
First Street Multimodal Boulevard Design	$4,300,000	Full
Orange County Mobility Hubs Pilot Concept of Operations	$300,000	Full
Bikeways Connectivity Study	$500,000	Full
Orange County Cyclic Counts 2024-2025	$400,000	Full
Active Transportation Outreach and Engagement Support	$400,000	Full
Fullerton Park and Ride TOD Site Design Concepts	$500,000	Full
Harbor Boulevard Cloud-Based Transit Signal Priority Stage II	1,000,000	Partial
TOTAL	**$13,290,000**	

RCTC

Project Name	Project Award Amount	Recommendation
RTA (Riverside Transit Agency) GoMicro Microtransit Pilot Program Extension	$2,378,635	Full
Vehicle Miles Traveled Study	$2,005,000	Full
RCTC Core Capacity Innovative Transit Study	$3,000,000	Full
Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network	$2,005,000	Full
CV Link Community Connectors Analysis	$1,700,000	Partial
Coachella Valley Multimodal Corridor Plan	$0	Unfunded
Revised Active Transportation Plan for Coachella Valley	$0	Unfunded
TOTAL	**$11,088,635**	

SBCTA

Project Name	Project Award Amount	Recommendation
San Bernardino County VMT Mitigation Bank	$3,045,000	Full
Countywide Multi-Modal Complete Streets Program	$6,519,868	Partial
TOTAL	**$9,564,868**	

VCTC

Project Name	Project Award Amount	Recommendation
Santa Paula Branch Line Active Transportation - Master Plan Update and Validate Connections	$1,677,000	Full
Community Traffic Calming & Pedestrian and Bicycle Safety Program	$300,000	Full
Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Grant Program	$1,500,000	Full
Countywide Paratransit Integration Study	$300,000	Full
Vehicle Miles Traveled (VMT) Adaptive Mitigation Program (AMP) Implementation	$0	Unfunded
TOTAL	**$3,777,000**	

Next Steps

- Begin negotiating MOUs
- Begin projects and ongoing coordination
- Return to Transportation Committee and Regional Council regularly with updates.
- Projects must end December 31, 2025

SCAG

THANK YOU!

For more information, please visit:

www.scag.ca.gov/reap2021

Southern California Association of Governments
July 6, 2023

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Executive/Administration Committee (EAC) Regional Council (RC)	
From:	Ruben Duran, Board Counsel (213) 787-2569, ruben.duran@bbklaw.com	*Kome Ajise*
Subject:	Approval of Amendment No. 2 to Executive Director's Employment Agreement and Annual Work Plan	

RECOMMENDED ACTION:
Approve the attached Amendment No. 2 to the Employment Agreement between SCAG and Kome Ajise and approve the Executive Director's Proposed Annual Work Plan for 2023-24.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
In accordance with SCAG's Bylaws and the Executive Director's Employment Agreement, the Executive/Administration Committee (EAC) conducted an annual performance evaluation of the Executive Director earlier this year. The EAC recommended that the RC approve an amendment to the Agreement to extend the term of the Agreement by three years. The attached amendment makes only that change; the remaining terms of the Agreement remain in full force and effect.

BACKGROUND:
SCAG's Executive Director, Kome Ajise, was hired on April 5, 2019. His employment agreement, as amended and attached hereto, sets forth the terms of employment, including an initial five-year term, an annual salary of $382,000, customary employee benefits such as health and life insurance, and various other terms.

Section 2.03 of the agreement provides for an annual performance evaluation of the executive director by SCAG's Executive/Administrative Committee; that process was completed in accordance with SCAG's Bylaws prior to the 2023 General Assembly. The EAC recommended that the RC approve a three-year extension to the term of the Agreement, in recognition of a positive performance review.

Additionally, in accordance with Article V, Section C(3)(b) of SCAG's Bylaws, the EAC shall review and approve the Executive Director's Annual Work Plan, subject to ratification by the Regional Council.

Accordingly, Board Counsel has prepared the attached Amendment No. 2 to the employment agreement for consideration; additionally, the Executive Director's proposed Annual Work Plan is attached for review and approval as required by the Bylaws.

FISCAL IMPACT:

This action extends the term of SCAG's Executive Director with no change to compensation or benefits.

ATTACHMENT(S):

1. Original Employment Agreement as amended
2. Proposed Amendment No. 2
3. Executive Director's Proposed Annual Work Plan 2023-24

AMENDMENT NO. 1

EMPLOYMENT AGREEMENT BETWEEN
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
AND KOME AJISE

The *EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE,* dated May 2, 2019, is hereby amended as follows:

1.   **Section 2.03. (Performance Evaluation):** This section shall be revised, as follows:

     Employee's performance will be evaluated in accordance with Article V, section C(3)(b) of SCAG's Bylaws.

2.   **Section 3.02. (Employee Base Salary):** The base salary shall be increased to Three Hundred and Eighty-Two Thousand Dollars ($382,000) per year.

3.   **Section 3.03. (Cost of Living Adjustment):** This section shall be removed in its entirety.

4.   Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

These amendments have been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

By: _____   By: _____
Jan C. Harnik, President   Kome Ajise, Executive Director

DATE: ___10_/_6_/_2022___

APPROVED AS TO FORM

_____
Ruben Duran, Board Counsel

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EMPLOYMENT AGREEMENT

FOR

KOME AJISE

This Employment Agreement (hereinafter referred to as "Agreement") is entered into by and between the Southern California Association of Governments, a California Joint Powers Agency (hereinafter referred to as the "Employer" or "SCAG") and Kome Ajise (hereinafter referred to as the "Employee"), each individually referred to as "Party" and collectively referred to as the "Parties," in consideration of the mutual promises as set forth herein.

RECITALS

WHEREAS, the position of Executive Director is a "Director" level and "at-will" position;

WHEREAS, it has been determined that it is in the best interest of SCAG that all "Director" level positions and their terms of employment be set forth in an employment contract between SCAG and the Executive Director;

WHEREAS, the Regional Council has given authority to the SCAG President to enter into this Agreement on behalf of Employer; and

WHEREAS, SCAG intends that this Agreement set forth all obligations, rights and privileges it may owe to Employee and which Employee may owe to SCAG as a result of the employment relationship.

NOW THEREFORE, the Parties agree to enter into this Agreement under the terms and the conditions set forth below.

ARTICLE 1. TERM OF EMPLOYMENT

Section 1.01 -- Specified Term

The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to April 4, 2024, hereinafter referred to as the "Term" of the Agreement.

Section 1.02 -- Earlier Termination

This Agreement may be terminated earlier as hereinafter provided under Article 4.

ARTICLE 2. DUTIES AND OBLIGATIONS OF EMPLOYEE

Section 2.01 -- Title and Description of Performance Goals

Employee shall serve as the Executive Director of SCAG. In that capacity, Employee shall do and perform all services, acts, or things necessary or advisable to fulfill the duties of an Executive Director pursuant to the provisions of Article VII of SCAG's Bylaws. However, Employee shall at all times be subject to the direction of the Regional Council and the policies of the Regional Council.

Section 2.02 -- Loyal and Conscientious Performance of Duties

Employee agrees that to the best of his ability and experience, he will at all times loyally and conscientiously perform all of the duties and obligations required of him either expressly or implicitly by the terms of this Agreement. Said required duties and obligations are set forth in Article VII of SCAG's Bylaws.

Section 2.03 -- Performance Evaluation

Employee's performance will be evaluated annually by SCAG's Executive / Administration Committee (EAC) and ratified by SCAG's Regional Council in accordance with the Bylaws of SCAG. This annual performance evaluation shall occur on or before April 30th of each year during the Term of this Agreement. Informal performance evaluations by the EAC may be undertaken as determined by the EAC. Each annual performance evaluation shall be based on Employee's performance as measured against both the required duties and obligations of the Executive Director and an annual Work Plan developed by Employee and the EAC and agreed to by the Regional Council. The EAC shall also have the authority to seek input from SCAG's Executive Management staff in assessing Employee's performance.

Section 2.04 -- Employer's Personnel Rules

Employee agrees to comply with all of the provisions set forth within the Personnel Rules of SCAG that are applicable to this Agreement, as they are adopted and periodically amended.

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ARTICLE 3. OBLIGATIONS OF EMPLOYER

Section 3.01 -- General Description

Employer shall provide Employee with the compensation, incentives, and benefits as set forth below, and reasonable business expense reimbursement in accordance with SCAG's policies.

Section 3.02 -- Employee Base Salary

Commencing the starting date (Term) of this Agreement (April 5, 2019) and as compensation for the services to be rendered by Employee under this Agreement, Employer shall pay Employee a base salary of Three Hundred and Thirty Five Thousand Dollars ($335,000.00) per year paid in equal biweekly amounts during the period of his employment and prorated for any partial employment period. During the Term of this Agreement and subject to the terms of this Article 3, the EAC shall have the authority to recommend the adjustment and increase of the base salary of Employee, with any such base salary adjustment and increase subject to the ratification of the Regional Council.

Section 3.03 -- Annual Cost of Living Increases

At the sole discretion of SCAG, and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustments for SCAG employees through the annual budget approval process, Employee shall receive a cost of living increase paid consistent with any cost of living increase made available to SCAG staff and only if a cost of living increase is made available to SCAG staff. The amount of any such cost of living increase for Employee must be determined using a process that is consistent with that used for SCAG staff. Any such cost of living increase must be authorized by the SCAG President before it takes effect, and will be effective on the same date as it is effective for SCAG staff.

Section 3.04 -- Discretionary Merit Increase

At the sole discretion of SCAG and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustment for SCAG employees through the annual budget approval process, Employee shall receive a merit salary adjustment based on the EAC's review of Employee's performance of duties and obligations and achievement, as well as the achievement of performance objectives/desired outcomes as provided in a Work Plan to be subsequently approved and agreed upon between Employee and the EAC. Any merit salary increase, if any, must be consistent with any merit salary increase available to

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SCAG staff and, after authorization by the SCAG President, will be effective on the same date as it is effective for SCAG staff.

Section 3.05 -- Limitation on Increases

Notwithstanding Sections 3.03 and 3.04 above, in years when there is no cost of living increase, merit salary adjustment or other form of compensation adjustment provided to SCAG staff, Employee will not receive any such increases, payments or adjustments. .

Section 3.06 -- Employee Benefits

(a)   Employee is entitled to sick leave, all retirement, health, vision and dental insurance, life insurance, deferred compensation, and disability benefits and other work related programs offered to all non-exempt SCAG employees. In addition, life insurance with an increased coverage level of $150,000.00 is provided. The Employer shall pay the full premium of this coverage; but the Employee shall be responsible for the taxable value of this benefit. Also, the Employer agrees to match Employee's annual contribution to SCAG's 457 deferred compensation retirement plan(s) provider, except that matching amount from Employer, not to exceed IRS limits in any given year.

(b)   Employee will be entitled to accumulate annual vacation leave at the rate of 160 hours or at such accumulation rate as provided in the Personnel Rules as they are adopted and periodically amended, whichever is greater. Utilization of such leave and restrictions on the accumulation of such leave shall be governed by the provisions of the Personnel Rules.

(c)   Employee will be entitled to receive ~~$10,500 annually or~~ $750 monthly for an auto allowance. This supplemental allowance will.be paid as part of a non-accountable plan in accordance with applicable regulations of the United States Treasury Department, Internal Revenue Service, and all such payments will be reported as income.

(d)   Employee shall receive a monthly allowance equal to cost of monthly parking in SCAG's Downtown Los Angeles headquarters.

(e)   Employee shall receive $250 monthly as reimbursement for the acquisition and use of a Cellular Telephone and for unrestricted Internet home use; and any hardware accessories.

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(f)   Employee shall also be entitled to receive, each year, Personal Floating Holidays to be used in accordance with the provisions set forth in the Personnel Rules of SCAG, as they are adopted and periodically revised.

(g)   In addition to the vacation leave described in Section 3.06(b) above, Employee shall also be entitled to receive each year 80 hours of executive leave accrued annually on a calendar year basis, and whatever portion is unused as of December 31st of the calendar year, shall be paid out in cash upon Employee's request in the following calendar year.

(h)   All sick leave, vacation, retirement and other benefits accrued by Employee as of the Effective Date of this Agreement shall be carried forward under this Agreement.

ARTICLE 4. TERMINATION OF EMPLOYMENT

Section 4.01 -- Automatic Termination

This Agreement shall automatically terminate, with or without notice, and without the severance payment set forth in Article 4.03(a) (2), upon the occurrence of the following events:

(a)   the death of the Employee;

(b)   the inability of the Employee to perform the essential functions of his employment;

(c)   the voluntary or involuntary dissolution of Employer; or

(d)   the expiration of the Term of this Agreement.

This Agreement will also automatically terminate, after sixty (60) days written notice, in the event that Employee's position is eliminated due to work reduction caused by budgetary constraints or for any other reason; provided, however, that in this situation, severance payment may be paid to Employee in accordance with Article 4.03(a) (2) of this Agreement at the sole discretion of the Employer.

Section 4.02 -- Termination by Employee

The Employee may terminate this Agreement by providing the Employer with sixty (60) days written notice of his resignation of employment. Upon his resignation, Employee shall be entitled only to the compensation set forth in Section 4.04 and shall not be entitled to any severance payment.

Section 4.03 -- Termination by Employer

(a)   **Without Cause**: The Employer may, at its sole discretion, terminate this Agreement without cause provided that Employer gives Employee at least sixty (60) days written notice of such termination without cause. Being at-will, Employee acknowledges that he has no right to the grievance procedures established by Employer.

    (1) Should Employer elect to terminate this Agreement without cause, Employer agrees to provide Employee with a severance payment as set forth in Section 4.03(a) (2) below from the date of termination.

    (2) Employee shall receive an amount equal to Employee's annual base salary as defined in Section 3.02 at the time of termination as a severance payment; except, that, in accordance with Government Code Section 53260, the maximum severance payment made to Employee cannot be more than Employee's annual base salary divided by twelve and multiplied by the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months). In addition, Employer shall pay the life, vision, medical and dental premiums of Employee at the then current participation rate at the time of termination for the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months).

(b)   **For Cause**: The Employer shall have the right to immediately terminate Employee for cause if the Employee does any of the following:

    (1) willfully breaches or habitually neglects the duties which he is required to perform under terms of this Agreement;

    (2) commits acts of dishonesty, fraud, misrepresentation, or other acts of moral turpitude, that would prevent the effective performance of his duties or that places SCAG in an unfavorable light;

    (3) substantially fails to perform his duties or fails to meet his performance objectives based upon the annual review by the EAC;

    (4) engages in any actions that is disruptive to the workplace;

    (5) commits significant acts of insubordination to the Regional Council; or

    (6) violates any of the policies set forth in the Personnel Rules of SCAG, as adopted and periodically amended.

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If the Employee is terminated by Employer for cause, Employee shall not be entitled to any severance payment from Employer, unless the EAC in its sole discretion authorizes severance payment and the decision by the EAC is ratified by a majority vote of the Regional Council.

(c)   **Notice of For Cause Termination**: Should the Employer terminate Employee pursuant to Section 4.03(b), Employer agrees to provide Employee with written notice detailing the specific grounds leading to his for cause termination, provided that such written notice of termination for cause may be effective immediately.

Section 4.04 -- Effect on Compensation

In the event that this Agreement is terminated, for any of the reasons set forth in this Article, Employee shall be entitled to his base salary owed and benefits earned by and vested in Employee prior to the date of his termination, computed pro rata up to and including that date. Except for the provisions in this Agreement allowing for severance payment, and except for the payment of life, vision, medical and dental premiums as discussed in Section 4.03(a) (2), Employee shall be entitled to no further compensation as of the date of termination.

ARTICLE 5: GENERAL PROVISIONS

Section 5.01 -- Notices

Any notices to be given by either Party to the other shall be in writing and maybe transmitted either by personal delivery or by mail, registered or certified, postage prepaid with return receipt requested. Mailed notices shall be addressed to the Parties at the addresses appearing below. Each Party may change that address by written notice in accordance with this section. Notices delivered personally shall be deemed communicated as of the date of actual receipt; mailed notices shall be deemed communicated as of the date of mailing.

<u>Notice to Employer</u>

Human Resources Department
SCAG
900 Wilshire Boulevard
Suite 1700
Los Angeles, California 90017

<u>Notice to Employee</u>

Kome Ajise
900 W. Temple Street #407
Los Angeles, CA 90012

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Section 5.02 -- Attorney's Fees and Costs

If any action is necessary to enforce or interpret the terms of this Agreement, the prevailing Party shall be entitled to reasonable attorney's fees, costs, and necessary disbursements in addition to any other relief to which that Party may be entitled. This provision shall be construed as applicable to the entire contract.

Section 5.03 -- Entire Agreement

This Agreement supersedes any and all other agreements, either oral or in writing, between the Parties with respect to the employment of Employee by Employer, and contains all of the covenants and agreements between the Parties with respect to that employment in any manner whatsoever. Each Party to this Agreement acknowledges that no representations, inducements, promises, or agreements, orally or otherwise, have been made by any Party, or anyone acting on behalf of any Party, which are not embodied herein, and that no other agreement, statement; or promise not contained in this Agreement shall be valid or binding.

Section 5.04 -- Modification

Any modification or amendment of this Agreement will be effective only if it is in writing signed by both the President of SCAG acting on behalf of SCAG's Regional Council and the Employee. However, changes to the Personnel Rules of SCAG, except for those addressing compensation or benefits, are applicable to this Agreement.

Section 5.05 -- Partial Invalidity

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

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Section 5.06 -- Governing Law

This Agreement shall be governed by and construed in accordance with the laws of the State of California.

Executed on May _2nd_, 2019 at Los Angeles, California.

EMPLOYER
Southern California Association of Governments

By _____
Alan Wapner, SCAG President

EMPLOYEE
Kome Ajise

By _____
Executive Director

Approved as to Form:

_____
Legal Counsel

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**EMPLOYMENT AGREEMENT BETWEEN
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
AND KOME AJISE**

The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE, dated May 2, 2019, is hereby amended as follows:

1.   **Section 1.01. (Specified Term):** This section is hereby amended in its entirety to read as follows:

The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to April 4, 2027.

2.   Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

This amendment has been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA   EMPLOYEE
ASSOCIATION OF GOVERNMENTS

By:_____   By:_____
   Art Brown, President   Kome Ajise, Executive Director

DATE:_____

APPROVED AS TO FORM

_____
Ruben Duran, Board Counsel

GOAL 1: Produce innovative plans that increase sustainability and improve the quality of life for Southern Californians

o Unite and elevate the region's voice on transit recovery, goods movement, and a smooth transition to clean transportation technologies as key Presidential Priorities.

o Deliver Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy by building on policy direction set by 2022-2023 policy resolutions and special committee recommendations to establish an integrated set of Regional Planning Policies and Implementation Strategies in Connect SoCal 2024.

o Initiate staff work on 2024 Sustainable Communities Program /Local Implementation to implement in advance of Connect SoCal 2028.

o Deliver guidelines and project selection process for Federal and State funding programs administered by SCAG including the 2025 Federal Transportation Improvement Program and the Carbon Reduction Program.

o Deliver and implement program guidelines for the 2024 Sustainable Communities Program, including identifying categories and funding sources to support a series of Calls for Projects to provide resources to meet the diverse planning needs of local communities and support implementation of regional planning policies and strategies.

o Deliver and implement REAP 2021 funding programs and project lists ensuring consistency with the strategic priorities approved in the REAP 2021 framework and resulting program-specific guidelines.

GOAL 2: Be the foremost data information hub for the region

o Continue to promote innovation in regional planning and policy guided by the work of the Emerging Technology Committee and through technical assistance programs.

o Provide oversight and help champion the use of data tools available through the RDP to enhance local planning capacity in support of regional goals.

o Continue evolution of SCAG's hybrid cloud strategy in support of regional data sharing, Connect SoCal modeling efforts, and enterprise business systems.

o Continue to develop and maintain strong professional relationships with strategic big data partners in academia, private sector and all levels of government.

GOAL 3: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration

o Continue to bring elected leaders and community partners together to advance Regional Planning Policies and develop a shared understanding of challenges and solutions through site visits, mobile workshops and trainings.

o Continue to shape good public policy by hosting and convening thought leaders at the General Assembly, Economic Summit and the Demographic Workshop.

o Continue to develop new members on-boarding program to facilitate effective orientation and education of new members to maximize their participation and leadership.

o   Continue to enhance information databases, access to innovative software and tools, training and programs to better serve SCAG member cities and their participation in regional planning.

o   Continue strategic regional grant programs to encourage member jurisdictions to implement SCAG adopted regional policies.

o   Continue to develop, enhance and broadcast a cohesive and collaborative communication strategy.

GOAL 4: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy

o   Continue to provide regional leadership on important transportation policy and budgetary issues to protect the SCAG region's ability to implement the RTP/SCS, such as advocating against AB 6, AB 7, and AB 1335, and supporting funding commitments to the Active Transportation Program, Transit & Intercity Rail Capital Program, and securing relief funding for transit operators.

o   Provide regional leadership and support for Governor Newsom's CEQA Streamlining package, consistent with the organization's legislative platform and priorities articulated at the 2023 Sacramento Summit.

o   Provide regional leadership on substantive RHNA reform, including identification of specific principles from SCAG's RHNA reform outreach efforts that can be translated to legislative proposals for the 2024 legislative year.

o   Provide opportunities for SCAG leadership to act as ambassadors and champions of SCAG's local planning programs and information services to increase awareness, reach and impact of SCAG services to advance regional plans and policies.

o   Continue regular meetings with relevant government officials and host specific industry roundtables with leaders in labor and business.

o   To improve legislation on behalf of SCAG at the local, state, and federal level, provide regular testimony, presentations, and speeches during official city, county, state and federal proceedings including, but not limited to, meetings, hearings, and committees.

GOAL 5: Recruit, support, and develop a world-class workforce and be the workplace of choice

o   Continue to cultivate an excellent employee experience journey that allows individuals to understand their importance and value, purpose, and role as they progress in their tenure with the organization and that is anchored to diversity, equity, inclusion and belonging.

o   Utilize workforce planning strategies to align classifications and development opportunities to match the organization's future needs.

o   Pursue information technology and business process innovations that support SCAG's core business functions and improves efficiency, communication, and effectiveness across the organization.

o   Continuous improvement of SCAG's performance management process to advance employee development and performance and support managers setting employee goals

2

o Foster a positive and supportive employee experience for new employees by continuously improving the orientation and onboarding program that familiarizes employees with SCAG's vision and assists new employees with understanding their roles and responsibilities.

GOAL 6: Deploy strategic communications to further organization priorities and foster public understanding of long-range regional planning

o Complete update of SCAG Strategic Plan and ensure implementation includes a communication plan reflecting stakeholder input.
o Advance the brand identity and communication outreach of SCAG through timely strategic messaging, increased media exposure and expanded use of new media and technologies.
o Enhance outreach opportunities in the development of the Connect SoCal through SCAG Working Groups, Technical Advisory Committees, and various Sub-regional Leadership Group Meetings.
o Continue to enhance SCAG's overall website and communications strategy to foster stakeholder understanding and engagement with SCAG.

GOAL 7: Secure ample funding to support organization priorities and use best practices to effectively and efficiently deliver work products
o Pursue Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) resources for SCAG and partner led efforts to implement Connect SoCal and support regional capacity building to increase local competitiveness for federal and state grants.
o Deliver excellent customer service through high quality, effective, efficient, and scalable business practices focused on continuous improvement.
o Continue to implement organization-wide project management standardization and best practices to enhance organizational responsiveness and effectiveness through portfolio visibility.

o Ensure risks identified by the Audit Committee are addressed and the committee is regularly updated on how staff is managing these risks.

Attachment: Executive Director's Proposed Annual Work Plan 2023-24 (Approval of Amendment No. 2 to Executive Director's Employment

Packet Pg. 60

Southern California Association of Governments
July 6, 2023

NO. 656
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JUNE 1, 2023

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

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

Members Present

Hon. Art Brown, President	*Buena Park*	**District 21**
Supervisor Curt Hagman, 1st Vice President		**San Bernardino County**
Hon. Cindy Allen, 2nd Vice President	*Long Beach*	**District 30**
Hon. Jan Harnik, Imm. Past President		**RCTC**
Supervisor Luis Plancarte		Imperial County
Supervisor Don Wagner		Orange County
Supervisor Vianey Lopez		Ventura County
Hon. Maria Nava-Froelich		ICTC
Hon. Brian Goodell		OCTA
Hon. Alan Wapner		SBCTA
Hon. Trish Kelley		TCA
Hon. Mike T. Judge		VCTC
Hon. Gil Rebollar	Brawley	District 1
Hon. Kathleen Kelly	*Palm Desert*	District 2
Hon. Linda Krupa	*Hemet*	District 3
Hon. Clint Lorimore	*Eastvale*	District 4
Hon. Zak Schwank	*Temecula*	District 5
Hon. Damon L. Alexander	*San Bernardino*	District 7
Hon. L. Dennis Michael	*Rancho Cucamonga*	District 9
Hon. Ray Marquez	*Chino Hills*	District 10

Hon. Wendy Bucknum	*Mission Viejo*	District 13
Hon. Lauren Kleiman	*Newport Beach*	District 15
Hon. Valerie Amezcua	*Santa Ana*	District 16
Hon. Marshall Goodman	*La Palma*	District 18
Hon. Joe Kalmick	*Seal Beach*	District 20
Hon. Marty Simonoff	*Brea*	District 22
Hon. Frank Yokoyama	*Cerritos*	District 23
Hon. José Luis Solache	*Lynwood*	District 26
Hon. Ali Saleh	*Bell*	District 27
Hon. Mark E. Henderson	*Gardena*	District 28
Hon. Suely Saro	*Long Beach*	District 29
Hon. Andrew Sarega	*La Mirada*	District 31
Hon. Margaret Clark	*Rosemead*	District 32
Hon. Gary Boyer	*Glendora*	District 33
Hon. Adele Andrade-Stadler	*Alhambra*	District 34
Hon. Margaret E. Finlay	*Duarte*	District 35
Hon. Keith Eich	*La Cañada Flintridge*	District 36
Hon. Tim Sandoval	*Pomona*	District 38
Hon. James Gazeley	*Lomita*	District 39
Hon. Lauren Meister	*West Hollywood*	District 41
Hon. Konstantine Anthony	*Burbank*	District 42
Hon. Ken Mann	*Lancaster*	District 43
Hon. David J. Shapiro	*Calabasas*	District 44
Hon. Laura Hernandez	*Port Hueneme*	District 45
Hon. Rocky Rhodes	*Simi Valley*	District 46
Hon. Jenny Crosswhite	*Santa Paula*	District 47
Hon. Nithya Raman	*Los Angeles*	District 51
Hon. Tim McOsker	*Los Angeles*	District 62
Hon. Steve Manos	*Lake Elsinore*	District 63
Hon. Casey McKeon	*Huntington Beach*	District 64
Hon. Elizabeth Becerra	*Victorville*	District 65
Hon. Oscar Ortiz	*Indio*	District 66
Hon. Celeste Rodriguez	*San Fernando*	District 67
Hon. Marisela Nava	*Perris*	District 69
Hon. Andrew Masiel, Sr.	*Pechanga Dev. Corp.*	Tribal Gov't Reg'l Planning Brd.
Ms. Lucy Dunn		Business Representative

Members Not Present   **Members Not Present**   **Members Not Present**

Supervisor Kathryn Barger		**Los Angeles County**
Supervisor Hilda Solis		Los Angeles County
Supervisor Karen Spiegel		Riverside County
Hon. Frank Navarro	*Colton*	District 6
Hon. Deborah Robertson	*Rialto*	District 8
Hon. Rick Denison	*Yucca Valley*	District 11
Hon. Tammy Kim	*Irvine*	District 14
Hon. Jon Dumitru	*Orange*	District 17
Hon. Ashleigh Aitken	*Anaheim*	District 19
Hon. Claudia Frometa	*Downey*	District 25
Hon. Steve Tye	*Diamond Bar*	District 37
Hon. Drew Boyles	*El Segundo*	District 40
Hon. Eunisses Hernandez	*Los Angeles*	District 48
Hon. Paul Krekorian	*Los Angeles*	District 49/Public Transit Rep.
Hon. Bob Blumenfield	*Los Angeles*	District 50
Hon. Katy Young Yaroslavsky	*Los Angeles*	District 52
Hon. Monica Rodriguez	*Los Angeles*	District 54
Hon. Marqueece Harris-Dawson	*Los Angeles*	District 55
Hon. Curren D. Price, Jr.	*Los Angeles*	District 56
Hon. Heather Hutt	*Los Angeles*	District 57
Hon. Traci Park	*Los Angeles*	District 58
Hon. John Lee	*Los Angeles*	District 59
Hon. Hugo Soto-Martinez	*Los Angeles*	District 60
Hon. Kevin de León	*Los Angeles*	District 61
Hon. Patricia Lock Dawson	*Riverside*	District 68
Hon. Karen Bass	*Los Angeles*	Member-at-Large
Hon. Larry McCallon	*Highland*	Air District Representative

Staff Present
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board

Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Brown called the meeting to order at 12:01 p.m. and asked Regional Council Member Luis Plancarte, Imperial County, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

1. CEQA Addendum No. 4 to Connect SoCal 2020 Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)

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

Warren Whiteaker, Integrated Planning and Programming Department Manager, indicated that the presentation would cover both Items 1 and 2. He reported that the purpose of this item was to get Regional Council approval of the Addendum to the PEIR and approval of the amendments and associated transportation conformity determinations. He reminded the Regional Council that the SCAG region had been in a transportation conformity lockdown since August 15, 2021. He explained that they started soliciting needed project modifications from the County Transportation Commissions (CTCs) more than 14 months ago. He noted that there were 215 projects with modifications included in the Connect SoCal 2020 Amendment 3 and that between Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, there were approximately $30 billion in projects included. He further explained

that in addition to changes in completion year, scope, and cost, through these amendments, they had been able to accommodate programming of Surface Transportation Block Grant and Congestion Mitigation and Air Quality funds by the CTCs before June 30. He indicated that in accordance with requirements of the California Environmental Quality Act (CEQA), staff evaluated the project modifications to determine if the changes would result in new impacts or a substantial increase in existing impacts and noted that the Addendum fulfilled CEQA requirements. He further explained that in addition to CEQA, the amendments were also required to meet federal transportation conformity requirements. He also indicated that it took extraordinary cooperation and collaboration involving management, legal, and planning staff of multiple agencies to achieve this and thanked all the involved staff from many federal, state, and region air and transportation partner agencies who played a role in resolving the transportation conformity lockdown. He also noted that with the lifting of the conformity lockdown, staff was able to demonstrate that the Plan and FTIP Amendments met all federal conformity requirements as listed. Lastly, he mentioned that following the Regional Council action, staff would forward to the state and federal agencies for final approval.

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

A MOTION was made (Hagman) to adopt Resolution No. 23-652-1, approving Addendum No. 4 to the Connect SoCal 2020 Program Environmental Impact Report (PEIR, SCH No. 2019011061), and direct staff to carry out administrative tasks for the approval. Motion was SECONDED (Plancarte). The motion passed by the following roll call votes:

AYES: Alexander, Allen, Amezcua, Andrade-Stadler, Anthony, Becerra, Boyer, Brown, Bucknum, Clark, Crosswhite, Eich, Finlay, Gazeley, Goodell, Goodman, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kalmick, Kelley, Kelly, Krupa, Lopez, Lorimore, Mann, Manos, Marquez, Masiel, Meister, Michael, Nava, Nava-Froelich, Ortiz, Plancarte, Raman, Rebollar, Rhodes, Saleh, Sandoval, Sarega, Saro, Schwank, Shapiro, Simonoff, Solache, Wagner, Wapner, and Yokoyama (51)

NOES: McKeon (1)

ABSTAIN: None (0)

In the interest of time, action on Items 2, 3 and the Consent Calendar were acted upon together. The roll call vote is reflected below.

2. Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, Including the Associated Transportation Conformity Determinations

There were no public comments speakers for Item No. 2.

The staff presentation was addressed with Item 1 as noted above. The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

3. STBG/CMAQ Program Guidelines

There were no public comments speakers for Item No. 3.

Warren Whiteaker, Integrated Planning and Programming Department Manager, reported that during SCAG's most recent federal certification review, jointly conducted by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the region was found to meet federal requirements with one corrective action. He explained that the corrective action pertains to SCAG's role in the prioritization and selection of projects funded with Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds. He further explained that SCAG, like other Metropolitan Planning Organizations (MPOs) across California, had been complying with California Streets and Highways Code that directs apportionment of CMAQ and STBG funds to the CTCs. He noted that following SCAG's bottoms-up transportation project selection approach, CTCs in the SCAG region had held primary responsibility for programming CMAQ and STBG funds and had sole responsibility for selecting projects in FTIP. He indicated that the certification review notes that federal legislation and regulations require that SCAG, in its role as the MPO, must select projects to be implemented using federal funds, including for CMAQ and STBG. He indicated that in order to comply with the corrective action, SCAG would 1) initiate a regional call for nominations; 2) continue to rely on the six CTCs in the SCAG region for assistance in the process for local outreach within their respective counties and with initial project screening against the SCAG developed selection criteria and identification of county-level project prioritization; and 3) SCAG staff would evaluate nominations against program criteria and recommend a list of projects for Regional Council approval. He highlighted that through collaboration with the CTCs, Caltrans, and their federal partners, SCAG had been able to reach some critical milestones over the past year in addressing the federal corrective action, which was issued last year and had received positive feedback on the Compliance Action Plan. He also explained that SCAG staff had worked with CTC staff and other partners to develop draft CMAQ and STBG program guidelines to define the specifics of the new process and recently presented the program guidelines to the CTC CEOs, and based on that feedback, submitted the guidelines to Caltrans and the federal agencies for their consideration.

Lastly, he noted that although the new project selection process will be effective July 1, SCAG anticipated issuing a call for projects next year for inclusion in the 2025 FTIP.

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

A MOTION was made (Anthony) to approve *Item No. 2:* Adopt Resolution No. 23-656-2, approving the Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, including the associated transportation conformity determinations; *Item No. 3:* Approve STBG/CMAQ Program Guidelines. Authorize Executive Director to initiate call for projects consistent with approved guidelines; and *Consent Calendar* Items 4 through 12 and Receive and File Items 13 through 23. Motion was SECONDED (Solache). The motion passed by the following roll call votes:

AYES: Alexander, Allen, Amezcua, Andrade-Stadler, Anthony, Becerra, Boyer, Brown, Bucknum, Clark, Crosswhite, Eich, Finlay, Gazeley, Goodell, Goodman, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kalmick, Kelley, Kelly, Krupa, Lopez, Lorimore, Mann, Manos, Marquez, Masiel, McOsker, Meister, Michael, Nava, Nava-Froelich, Ortiz, Plancarte, Raman, Rebollar, Rhodes, C. Rodriguez, Saleh, Sandoval, Sarega, Saro, Schwank, Shapiro, Simonoff, Solache, Wagner, Wapner, and Yokoyama (53)

NOES: McKeon (1)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

4. Minutes of the Regular Meeting – May 4, 2023

5. Adoption of Amended SCAG Conflict of Interest Code

6. Approval for Additional Stipend Payment

7. Contract Amendment: Contract No. 20-002-C01, Board Counsel Services – Term Extension

8. Contracts $500,000 or Greater: Contact No. 23-024-C01, Lennox Community Pedestrian Plan

9. Housing and Transportation Bills of Interest Follow-Up

10. 2023 Sacramento Summit Legislation Follow-Up

11. Safety, Resilience, and Housing Bills – Support

12. SCAG Memberships and Sponsorships

Receive and File

13. June 2023 State and Federal Legislative Update

14. Transportation Conformity Determination of Proposed Final Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03

15. Status Report on SCAG's Racial Equity Early Action Plan

16. Connect SoCal 2024: Equity Analysis Update – Priority Equity Communities

17. Connect SoCal 2024: Local Data Exchange (LDX) Survey Results

18. Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation

19. RHNA Reform Process Updates

20. SCAG Regional Travel Demand Model (ABM) Peer Review Meeting

21. Federal Performance Target Update

22. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold

23. CFO Monthly Report

BUSINESS REPORT

Regional Council Member Lucy Dunn reported that State Farm had pulled out from issuing insurance policies for any new business plans or new construction in California but would continue to stay in the state for existing homeowners. She noted that with about 21% of the market share in

California, this was a big hit. She explained that there was a lot of talk about it being as a result of wildfires and inflation. She further explained that the business community contends that it is a result of the way they were implementing Proposition 103 which passed by the voters years ago that allowed the insurance commissioner the ability to raise rates, but they would not because it was not one of the things that they want to do. She noted that State Farm had tried to get them to match rate raises with their risk assessments from wildfires. She indicated that wildfires and climate change were issues in other states too, but State Farm had not pulled out of other states, only California. She indicated that the building industry continued to try to work with the insurance commissioner, because it was going to impact all the planning on housing if they can't get fire insurance to protect housing. She also reported that Disneyland Resort was going through the environmental process with community outreach and would eventually go through Anaheim's planning commission and then City Council for a billion-dollar investment. She explained that Disneyland continued to be the state's number one single-site employer in all of California, drawing employees from every county in the SCAG region. She also reported that Disney had pulled back 2000 jobs that they had sent from California to Florida because of all the Florida litigation that was happening between the governor's administration and the Disney Resort. She reported that business leaders throughout the state were in the process of sending a very strong letter of support to the Governor on his 11-Point Plan to advance and expedite infrastructure and transportation projects in California, including CEQA reform. She indicated that the business community notes that the legislature is not accepting trailer bills, but they want to go through a process. She noted that the business community was saying that if they can't build these projects then they can't meet the climate change goals and the energy objectives. She also reported that the office market, especially in some downtowns, was in a freefall and that major U.S. and international companies were selling their offices at significant losses or in some cases, just giving them back to the lenders. She explained that this should not have a big impact on most of their suburban cities in the SCAG region, but it may have some impact. She indicated that Regional Council members should look to their staff and review the office buildings in their communities to see which ones might be vulnerable to financial turmoil. She indicated that this could impact downtown retail and other factors such as loss of jobs. She stated that the potential bright side was that in some of these suburban markets, these offices might be able to be raised and then redeveloped into either housing or other economically development sustainable projects. She noted that there was a lot of talk about high rise office buildings being transferred into housing and that it was not going to happen as it was way too hard and expensive. Lastly, she reported that the Central California Intelligence Center cautioned them to be very careful of Artificial Intelligence (AI) voice cloning which was capable of digitally replicating human voices for impersonation or deception. She noted that Instances of false kidnapping, bomb threats and grandparents' scams had been recently reported.

PRESIDENT'S REPORT

President Brown welcomed the following new Regional Council Members: Damon L. Alexander, San Bernardino, RC District 7; Rick Denison, Yucca Valley, RC District 11; Johnathan Dumitru, Orange, RC District 17; Celeste Rodriguez, San Fernando, RC District 67; Andrew Sarega, La Mirada, RC District 31; and Suely Saro, Long Beach, RC District 29. He announced that he had made several committee appointments to the following committees: Emerging Technologies Committee, the Legislative/Communications and Membership Committee, and the Executive Administration Committee and congratulated all the appointees. He also provided a recap of SCAG's 58th Annual Regional Conference and General Assembly. He also took a moment to recognize the Scholarship award recipients which were approved in May. He also reported that he participated in a Broadband Digital Equity workshop along with Executive Director Kome Ajise and Regional Council members Suely Saro and Mark Henderson, in Long Beach on May 20 which was hosted by SCAG, the California Department of Technology and the California Public Utilities Commission. He indicated that the purpose of the workshop was to gather input on the development of the State Digital Equity Plan and the Broadband Equity, Access and Deployment Five-Year Action Plan. Lastly, he reported that the next meeting of the Regional Council was scheduled for Thursday, July 6, 2023, at 12:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise acknowledged the approval of the action items on the agenda and noted they were very significant. He reported that they had wrapped up the public outreach process for Connect SoCal and held 14 in person and seven virtual meetings with input from stakeholders and the public. He indicated that they would present the highlights and findings from Connect SoCal outreach to the Regional Council next month and would also ask the Executive/Administration Committee and Regional Council to approve an update to the Connect SoCal Policy Development Framework based on feedback received at the May Policy Committee meetings. He also provided an update on the RHNA reform process and indicated that SCAG was seeking input from jurisdictions and stakeholders on their draft RHNA reform recommendations through a brief public survey, outreach and a listening session on June 22nd. He noted that the draft recommendations, survey and registration for the listening session could all be found at scag.ca.gov/rhna. He provided an update on the SoCal Greenprint Technical Advisory Committee and noted that they were almost done forming the Committee to ensure regional representation. He indicated that once the membership was finalized, SCAG would schedule meetings with the TAC. He also reported that SCAG hosted the California Secretary of Transportation Toks Omishakin on May 8 for a listening session with regional transit agencies on economy, workforce development, transition to zero emissions, and additional funding needs for transit operations. He also reported that he participated in the inaugural board meeting for the Los Angeles County Affordable Housing Solutions Agency (LACAHSA) on May 17. Additionally, he also participated in the Annual 88 Cities Summit where they discussed homelessness, the digital divide and clean-technology infrastructure. Lastly, he provided an update on items related to the Last Mile Freight Program. He indicated that

the new Advanced Clean Fleet Rules require registered trucks to be zero-emission by 2035 which had serious implications across tens of thousands of container trucks operating today in the SCAG region, many of which are owned by small businesses. He explained that in alignment with SCAG's Goods Movement Supply Chain Resolution, their partnership with the MSRC was helping to fund this transition to near-zero and zero-emission trucks and infrastructure. A video was played on one of the projects.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, President Brown adjourned the Regional Council meeting at 12:51 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]
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Southern California Association of Governments
July 6, 2023

To:	Regional Council (RC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Maggie Aguilar, Clerk of the Board (213) 630-1420, aguilarm@scag.ca.gov	*Kome Ajise*
Subject:	Approval for Additional Stipend Payments	

RECOMMENDED ACTION:
Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended November 3, 2022], as requested First Vice President Curt C. Hagman.

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

EXECUTIVE SUMMARY:
Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for First Vice President Curt C. Hagman.

BACKGROUND:
In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended November 3, 2022], "*Representatives of Regional Council Members may receive up to six (6) Stipends per month and the SCAG President may authorize two (2) additional Stipends in a single month on a case-by-case basis. SCAG's First Vice President, Second Vice President and Immediate Past President may receive up to nine (9) Stipends per month. SCAG's President may receive up to twelve (12) Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.*"

For the month of May 2023, First Vice President Curt C. Hagman, attended the following event for SCAG, which will count towards the 10th stipend request:

No.	Meeting Date	Meeting Name
10th	May 31, 2023	EAC Meeting

FISCAL IMPACT:

Funds for stipends are included in the General Fund Budget (800-0160.01: Regional Council).

Southern California Association of Governments
July 6, 2023

To:	Executive/Administration Committee (EAC) Regional Council (RC)
From:	Cindy Giraldo, Chief Financial Officer (213) 630-1413, giraldo@scag.ca.gov
Subject:	Contracts $500,000 or Greater: Contract No. 23-014-C01, Information Technology (IT) – Geospatial Application Development and Support

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Approve Contract No. 23-014-C01, in an amount not to exceed $1,200,000, with Environmental Systems Research Institute, Inc. (ESRI), to provide Geographic Information System (GIS) services and Geospatial Application Development and Support on an as-needed basis for the next three (3) years. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

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

EXECUTIVE SUMMARY:
The consultant will augment SCAG's IT-GIS business analysis, data, development, and deployment efforts for internally developed projects on an as-needed basis. The consultant will also provide on-demand support and supplement in-house team in developing and maintaining GIS business solutions for SCAG.

BACKGROUND:
Staff recommends executing the following contract $500,000 or greater:

Consultant/Contract #	**Contract Purpose**	**Contract Amount**
Environmental Systems Research Institute, Inc. (23-014-C01)	The consultant will provide GIS and geospatial application development and support services to SCAG.	$1,200,000

FISCAL IMPACT:

Funding of $400,000 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program and Overall Work Program (OWP) Budgets in Project Numbers 811-1163.21 and 045-0142B.12, and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.

ATTACHMENT(S):
1. Contract Summary 23-014-C01
2. Contract Summary 23-014-C01 COI

CONSULTANT CONTRACT NO. 23-014-C01

Recommended Consultant:	Environmental Systems Research Institute, Inc. (ESRI)
Background & Scope of Work:	The consultant will augment SCAG's IT-GIS business analysis, data, development, and deployment efforts for internally developed projects. The aim is to establish a GIS consulting partnership who will work closely with SCAG's IT-GIS Application Development & Support team. Consultant will provide on-demand support and supplement in-house team in developing and maintaining GIS business solutions for SCAG.
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Accelerated assessment of business requirements and project feasibility, • Accelerated development and deployment of GIS projects, • Broader expertise for user support in Planning and Jurisdictions.
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 3: Be the foremost data information hub of the region. The on-demand augmentation will accelerate the initiative to improve information resources in the SCAG region. Complementary expert insights will also promote best practices for gathering, curating and deploying regional data under the Regional Data Platform.

Contract Amount:

Total not to exceed the estimated amount	**$1,200,000**
ESRI (prime consultant)	$948,000
Geoconvergence (subconsultant)	$252,000

Contract Period: Notice to Proceed through July 30, 2026

Project Number(s):
811-1163.21 $320,000
045-0142B.12 $80,000

Funding source(s): Indirect Cost (IC) and Federal Transit Administration (FTA 5303)

Funding of $400,000.00 is available in the Fiscal Year (FY) 2023-24 Indirect Cost Program and Overall Work Program (OWP) Budgets in Project Numbers 811-1163.21 and 045-0142B.12, and the remaining balance will be requested in future fiscal year budgets, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 4,646 firms of the release of RFP 23-014-C01 via the PlanetBids website. A total of 106 firms downloaded the RFP. SCAG received the following four (4) responsive proposals in response to the solicitation; two (2) of additional proposals (not shown) were disqualified for not meeting the DBE goal requirement. Given the selected consultant shall provide as-needed support services over the next three-years, the rates (as opposed to a specific price) each proposed are shown below:

ESRI (1 subconsultant) $109.00 - $376.00/hr

Timmons Group (1 subconsultant) $115.00 - $189.00/hr
PSOMAS (1 subconsultant) $110.00 - $210.00/hr
Black & Veatch (1 subconsultant) $101.00 - $262.00/hr

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.

The PRC consisted of the following individuals:

Sean Tucker, Lead Enterprise GIS Administrator, SCAG
Abhishek Sharma, GIS Application Developer, SCAG
Jonathan Holt, Department Manager - Application Development and Support, SCAG
Jung Seo, Program Manager II (GIS), SCAG

Basis for Selection: PRC recommends ESRI for contract award based on ESRI providing the best overall value. Specifically, ESRI provides SCAG with a partner team that presents the greatest depth of overall experience as well as experience with SCAG GIS technologies, and resources to make the most efficient use of labor hours. Experiences with the GIS technologies SCAG has selected and deployed was acritical aspect of the value assessment.

Further, in support of equity and DBE goals, the woman owned organization Geoconvergence, will be an important part of this project as well. They are planned to perform part of the effort and provide additional expertise.

Conflict of Interest (COI) Form - Attachment
For July 6, 2023, Regional Council Approval

Approve Contract No. 23-014-C01, in an amount not to exceed $1,200,000, with Environmental Systems Research Institute, Inc. (ESRI), to provide Geographic Information System (GIS) services and Geospatial Application Development and Support on an as-needed basis for the next three (3) years. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

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

Attachment: Contract Summary 23-014-C01 (Contracts $500,000 or Greater: Contract No. 23-014-C01, Information Technology (IT) – Geospatial

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SCAG CONFLICT OF INTEREST FORM

RFP No. 23-014

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm:	Environmental Systems Research Institute, Inc.
Name of Preparer:	•••• •••••••••• •• ••• • • • • • • • • •
Project Title:	2023 SCAG IT-GIS Application Development & Support team
RFP Number:	23-014
Date Submitted:	Apr 21, 2023

SECTION II: QUESTIONS

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

    ☐ **YES**   ☒ **NO**   *To the best of my knowledge

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

Name	Nature of Financial Interest

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

☐ **YES**   ☒ **NO**   * To the best of my knowledge

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

Name	**Position**	**Dates of Service**

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

☐ **YES**   ☒ **NO**   *To the best of my knowledge

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

Name	**Relationship**

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

☐ **YES**   ☒ **NO**   *To the best of my knowledge

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

Name	**Relationship**

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

☐ **YES**   ☒ **NO**   *To the best of my knowledge

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

Name	**Date**	**Dollar Value**

SECTION III: <u>VALIDATION STATEMENT</u>

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

DECLARATION

I, **(printed full name)** <u>Timothy Brazeal</u>**, hereby declare that I am the (position or title)** <u>Mgr., Commercial & Gov't Contracts</u> **of (firm name)** Environmental Systems Research Institute, Inc **, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** <u>Apr 11, 2023</u> **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

_Z.B_
<u>Timothy Brazeal (Apr 11, 2023 10:35 PDT)</u>   Apr 11, 2023
Signature of Person Certifying for Proposer   Date
(Original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-014

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at **www.scag.ca.gov**. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm:	geoConvergence LLC
Name of Preparer	Prem Radhakrishnan
Project Title:	Geospatial Application Development and Support
RFP Number:	23-014
Date Submitted:	04/07/2023

SECTION II: QUESTIONS

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

   ☐ **YES**   ☑ **NO**

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

Name	Nature of Financial Interest

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

    ☐ YES   ☑ NO

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

Name	Position	Dates of Service

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

    ☐ YES   ☑ NO

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

Name	Relationship

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

    ☐ YES   ☑ NO

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

Name	Relationship

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

☐ YES   ☑ NO

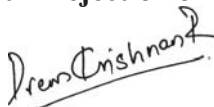If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value

SECTION III: <u>VALIDATION STATEMENT</u>

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

DECLARATION

I, (printed full name) <u>PREM RADHAKRISHNAN</u>**, hereby declare that I am the (position or title)** <u>CEO</u> **of (firm name)** <u>GEOCONVERGENCE LLC</u>**, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** <u>04/07/2023</u> **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

Digitally signed by Prem
Radhakrishnan
Date: 2023.04.07 12:31:58 -05'00'

_____   04/07/2023
Signature of Person Certifying for Proposer   Date
(Original signature required)

NOTICE

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

Southern California Association of Governments
July 6, 2023

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Executive/Administration Committee (EAC) Regional Council (RC)	
From:	Roland Ok, Planning Supervisor (213) 236-1819, ok@scag.ca.gov	*Kome Ajise*
Subject:	Resolution No. 23-657-1 Authorizing Acceptance of Grant Funds from the California Public Utilities Commission (CPUC) Local Agency Technical Assistance (LATA) Grant Program	

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend to the Regional Council to:

1. Approve Resolution No. 23-657-1 authorizing the Executive Director to accept grant funding of $996,058 to conduct SCAG's Last Mile Project Assessment Study; and

2. Authorize SCAG to use available general fund balance to begin project work for SCAG's Last Mile Project Assessment Study. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures incurred.

RECOMMENDED ACTION FOR REGIONAL COUNCIL:

That the Regional Council:

1. Approve Resolution No. 23-657-1 authorizing the Executive Director to accept grant funding of $996,058 to conduct SCAG's Last Mile Project Assessment Study; and

2. Authorize SCAG to use available general fund balance to begin project work for SCAG's Last Mile Project Assessment Study. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures incurred.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

On February 2, 2021, SCAG's Regional Council (RC) passed Resolution No. 21-629-2 directing its staff to aid in closing the digital divide in underprivileged communities. On April 6, 2023, the Regional Council passed Resolution No. 23-654-2 formalizing SCAG's Digital Action Plan which established actions and deliverables to secure Southern California's fair share of grant funding to assist in the implementation of broadband infrastructure. To facilitate the objectives set forth in both resolutions, SCAG applied for and was recommended to be awarded $996,058 from the California Public Utilities Commission (CPUC) at their June 29, 2023 meeting for the Local Agency Technical Assistance (LATA) Grant Program to conduct a Last Mile Project Assessment for the SCAG Region.

BACKGROUND:

The CPUC's Local Agency Technical Assistance (LATA) Program is a grant initiative that supports tribes and local agencies in California in their efforts to expand broadband service to unserved and underserved areas.[1] The program was established by the California Public Utilities Commission (CPUC) in accordance with Senate Bill 156.[2] LATA has a budget of $50 million for grants, including a $5 million set-aside specifically for tribes. The grants provided through this program are intended to fund technical assistance and planning work that will facilitate high-speed broadband infrastructure projects.

The grant program reimburses recipients for eligible preconstruction expenses to provide high-speed connections to unserved and underserved communities. Examples of reimbursable expenses include but are not limited to:

- Consultant or staff time for conducting work including but not limited to needs assessments, environmental and engineering studies, network design, and broadband strategic plans.
- Costs incurred in forming a joint powers authority for the purpose of bringing broadband to areas in need of sufficient internet connections.

Eligible applicants included:

- Cities and/or counties (including a county service area)
- Community services districts
- Public utility districts
- Municipal utility districts
- Joint powers authorities
- Local educational agencies

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[1] Local Agency Technical Assistance Program. Available at: https://www.cpuc.ca.gov/industries-and-topics/internet-and-phone/broadband-implementation-for-california/local-agency-technical-assistance
[2] Senate Bill 156. Available at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB156

- Sovereign tribal governments
- Electrical cooperatives

SCAG SELECTED AS A GRANT RECIPENT:
On February 2, 2021, the Regional Council of the Southern California Association of Governments (SCAG) passed Resolution No. 21-629-2, which instructed its staff to contribute efforts toward bridging the digital divide in underserved communities.[3] Subsequently, on April 6, 2023, the Council passed another resolution, Resolution No. 23-654-2, which officially established SCAG's Digital Action Plan.[4] This action plan outlined a set of actions and deliverables aimed at ensuring that Southern California receives its equitable share of grant funding to support the development of broadband infrastructure.

In alignment with the objectives outlined in the resolutions, as well as the actions and deliverables of the Digital Action Plan, SCAG submitted an application as a Joint Powers Authority, for a grant to the California Public Utilities CPUC on December 5, 2022, in which it requested $996,058 in funding. The CPUC staff have recommended the Commission to approve SCAG's application, the Last Mile Project Assessment for the SCAG Region, at their June 29, 2023 meeting. At the time of writing this staff report, the June 29 meeting has not occurred. Staff will confirm the CPUC approval at the July 6 EAC meeting.

SCOPE OF WORK:
Upon the RC authorization for the Executive Director to accept the grant award, SCAG will use the funding to determine and provide high-level design for a maximum of three (3) shovel-ready projects located within the SCAG region. Proposed shovel-ready projects would be designed to provide services that meet or exceed 100 Mbps for unserved and/or underserved communities within proximity to California Department of Technology (CDT's) proposed 18 middle-mile projects, as feasible.

Potential work efforts[5] may include but not be limited to:
- Regionwide assessment
  - o Land Use Assessment
  - o Market and Needs Assessment
  - o Gap Analysis and Public Asset Inventory
  - o Market Assessment
- Determination of priority areas
- Public outreach

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[3] Resolution No. 21-629-2. Available at: https://scag.ca.gov/sites/main/files/file-attachments/resolution_no._21-629-2_-_support_to_increase_broadband_access.pdf?1646942018
[4] SCAG's Digital Action Plan. Available at: https://scag.ca.gov/post/scag-digital-action-plan
[5] Scope of work is dependent and subject to change based on final negotiations with the CPUC.

- Route determination for three (3) shovel ready projects
- Roadmap to implementation
  - o Technology Roadmap
  - o Financing and Implementation Recommendations
  - o Last Mile Drawings
  - o High-Level Engineering Design

AVOIDANCE OF REDUNDANT PROJECTS:

To date, at least 23 other applicants within the SCAG region have been awarded a LATA grant.[6] While the original intent of the LATA funds was aimed towards assisting local jurisdictions and other qualifying agencies, many local jurisdictions throughout the SCAG region lack the staff or resources to analyze and determine opportunity areas and develop engineering design for last mile services. Unfortunately, it is these local jurisdictions that are in dire need of better connectivity, as they have a high-concentration rate of low-income households (often communities of color), many of whom face affordability and accessibility issues.

As such, SCAG will ensure that its proposed Scope of Work will not supersede a local jurisdictions effort, nor will the work product result in an unnecessary/redundant network. SCAG will only engage local jurisdictions who need last mile services but were not able to apply or did not have the capacity to procure a consultant and take on project management roles.

FISCAL IMPACT:

If approved by the RC, SCAG's Executive Director will be authorized to accept $996,058 from the CPUC LATA Program. There is no local match requirement. Further, SCAG will use available general funds balance to begin project work. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures incurred.

ATTACHMENT(S):

1. Resolution No. 23-657-1 Accept CPUC LATA Grant Funds

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[6] Local Agency Technical Assistance (LATA) Applications. Available at:
https://public.tableau.com/app/profile/cpuc.broadbandsupport/viz/LATAApplications/LATADashboard?publish=yes

RESOLUTION NO. 23-657-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO ACCEPT CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC) LOCAL AGENCY TECHNICAL ASSISTANCE (LATA) GRANT FUNDS TO SUPPORT THE LAST MILE PROJECT ASSESSMENT FOR THE SCAG REGION

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Venture, pursuant to Title 23, United States Code Section 134(d)

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

WHEREAS, approximately nine to ten percent of all households within the SCAG region do not have access to broadband;

WHEREAS, these households are disproportionately located in unserved and underserved communities and rural communities;

WHEREAS, on February 2, 2021, the Regional Council passed Resolution No. 21-629-2, which recognizes the need to close the digital divide and provide long-term community benefits that include the ability to fully engage in the digital economy, access to existing and emerging transportation services, expands economic opportunities, and is a viable strategy which assists in reducing greenhouse gas (GHG) emissions, and reduction in vehicle miles traveled (VMT);

WHEREAS, on April 6, 2023, the Regional Council passed Resolution No. 23-654-2, which formalized SCAG's Digital Action Plan, which sets forth an outlined list of actions of deliverables aimed at ensuring Southern California receiving its equitable share of grant funding to support the development of broadband infrastructure;

WHEREAS, California Public Utilities Commission (CPUC) established the Local Agency Technical Assistance (LATA) Program which supports tribes and local agencies in California to expand broadband services to unserved and undeserved communities;

WHEREAS, the grant program reimburses recipients for eligible preconstruction expenses to provide high-speed connections to unserved and underserved communities;

WHEREAS, SCAG recognizes that unserved and underserved communities lack the staff or resources to analyze and determine last mile services within their local jurisdictions;

WHEREAS, SCAG submitted a grant application to the CPUC LATA Grant Program and was awarded $996,058 to conduct a Last Mile Project Assessment for the SCAG Region;

WHEREAS, the assessment would determine and provide high-level design for a maximum of three (3) shovel-ready projects located within unserved or underserved communities, and designed to meet or exceed 100 Mbps;

WHEREAS, the assessment will not supersede the work efforts of local jurisdictions who received LATA grant funding;

WHEREAS, SCAG's acceptance of funds will assist in fulfilling the objectives set forth under Resolution Nos 21-629-2 and 23-654-2;

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG's Executive Director is authorized to accept funds of $996,058 to conduct a Regionwide Last Mile Assessment;

BE IT FURTHER RESOLVED THAT: SCAG's Executive Director 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 accepting the funds and implementing activities through the funds.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of July 2023.

_____
Art Brown
President, SCAG
City of Buena Park

Attested by:

_____
Kome Ajise
Executive Director

Approved as to Form:

_____
Michael R.W. Houston
Chief Counsel

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Attachment: Resolution No. 23-657-1 Accept CPUC LATA Grant Funds (Resolution No. 23-657-1 Authorizing Acceptance of Grant Funds from

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC) Regional Council (RC)	
From:	Nolan Borgman, Planning Supervisor 213-236-1962, borgman@scag.ca.gov	*Kome Ajise*
Subject:	REAP 2.0 Regional Pilot Initiatives Framework	

RECOMMENDED TC ACTION:
Recommend that the Regional Council approve the REAP 2.0 Regional Pilot Initiatives Program Framework.

RECOMMENDED RC ACTION:
Approve the REAP 2.0 Regional Pilot Initiatives Program Framework.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:
Staff is seeking approval of the REAP 2.0 Regional Pilot Initiatives (RPI) Program Framework. The RPI Program Framework identifies program areas for which staff seeks to test new technologies and innovative models with the potential to scale regionally to achieve transformative impact. Over the last several months, staff has identified, developed, and refined program areas; conducted industry research; studied private sector participation; outlined methods of performance evaluation; and is in the process of surveying public stakeholders. This report highlights staff's progress and provides an opportunity for input on the program areas prior to project-level scoping, initiating procurements, and selecting public sector partners. Due to timeline constraints, staff is bringing this approval request to both the Transportation Committee (TC) and the Regional Council (RC) simultaneously.

BACKGROUND:

The State's Regional Early Action Planning Grants of 2021 program (REAP 2.0) supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty through the following program objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Furthering Fair Housing; and
3. Reducing Vehicle Miles Traveled.

REAP 2.0 is a grant program established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Funding comes from the state general fund, and approximately $600 million is available statewide. The program is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region formula share is $246,024,084. All REAP 2.0 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

SCAG has allocated $95 million in REAP 2.0 funding to two REAP 2.0 Transportation Partnership Programs – the Regional Pilot Initiatives (RPI) Program and the County Transportation Commission (CTC) Partnership Program. Both programs were first brought to the RC on July 7, 2022, when the RC approved SCAG's REAP 2.0 Program Development Framework.

The RPI Program is a $15 million program focused on demonstrating innovative, next generation technologies and models of regional significance, specifically those with the potential to change transportation and housing paradigms towards building more sustainable communities.

RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, CTCs, etc.) to permit, construct and operate these pilots, and with private sector vendors to implement the pilots where appropriate.

OUTREACH AND PROGRAM DEVELOPMENT

In addition to seeking input through SCAG's REAP 2.0 program-wide channels, workshops, and meetings, staff conducted extensive RPI specific outreach. SCAG conducted over 35 interviews from the public, private, academic, and non-profit sectors; conducted in-reach to SCAG staff; compiled a library of over four dozen relevant sources, including all REAP 2.0 documents and relevant SCAG prior work products; and attended four mobility innovation conferences. SCAG is also in the process of conducting a stakeholder survey.

Informed by extensive research, alignment with REAP 2.0 and Connect SoCal, and recommendations from existing SCAG plans and work products, SCAG has identified the following program areas in developing the RPI Framework:

1. Big Data Research
2. Accelerating Active Transportation

3. Mobility Hubs
4. Mobility Wallets and Universal Basic Mobility (UBM)
5. Curb Space Management
6. Transportation Demand Management Technology

The RPI Program Framework was developed to build on existing studies and plans developed by SCAG, align with REAP 2.0 Goals and Objectives, and bring the Key Connection Strategies from Connect SoCal 2020 to life. Existing studies that informed the Program Framework include the Mobility as a Service White Paper, Regional Dedicated Transit Lanes Study, Transportation Demand Management Strategic Plan and Final Report, and Curb Space Management Study.

RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, CTCs, etc.) to permit, construct and operate these pilots, and with the private sector to implement the pilots where appropriate. SCAG aims to build on the practice of providing support to local jurisdictions through partnerships. By supporting scalable pilots, SCAG will streamline approaches and align practices, provide resources and opportunities to smaller and under-resourced jurisdictions, and expand capacity throughout the region.

The RPI pilot projects will span the following program areas:

Program Area	Description
Big Data Research	Big data, an aggregation of a variety of data sources including navigation GPS and location-based services data, can be useful in understanding travel patterns, assessing demand across different travel modes, and offering more fine-grained local travel data. Big data analytical tools help provide a better understanding of the transportation system by translating large volumes of travel behavior data into actionable insights. Big Data Research projects will work with small and underserved local jurisdictions to identify and research key transportation planning and policy questions using powerful analytical tools like the StreetLight Insight Big Data Platform, also funded by REAP 2.0, to which SCAG procured regional access in February 2023. These projects will drive usage of the existing big data platform contract, build capacity for the use of tools and data-driven decision-making, and will have the flexibility to tailor the work to specific local community needs and contexts. • Potential public/non-governmental organizations (NGO) partners

	include jurisdictional departments, transit agencies, and transportation management organizations. • Potential private partners include big data software vendors and firms specializing in data analysis.
Accelerating Active Transportation	Innovative active transportation projects will employ new processes to achieve outcomes such as efficient delivery of complete, connected, and safe pedestrian and bicycle route networks; and use that is responsive to community needs and contexts. Pilot projects may include electric bike (e-bike) programs that subsidize and distribute e-bikes to users and quick-build active transportation networks that demonstrate the effectiveness of scalable infrastructure. • Potential public/NGO partners include jurisdictional departments of transportation, universities, and bike advocacy organizations. • Potential private partners include implementation and design firms, bike vendors, and bike shops.
Mobility Hubs	Mobility Hubs serve as community anchors that enable travelers of all backgrounds to access at least two or three transportation options that can include transit, bikeshare, carshare, and other shared-mobility options. SCAG's mobility hub pilot projects will see partnerships with public sector agencies to create or enhance mobility hubs through interventions such as placemaking and signage, amenities, and co-location of modes. Projects will have the flexibility to adjust the number of hubs, typologies, and types of investments selected to be responsive to local needs and contexts. • Potential public/NGO partners include transit agencies, central business districts, utilities, and jurisdictional departments of transportation. • Potential private partners include transportation providers such as micromobility, bike share, carshare, vanpool, and transportation network companies, charging infrastructure providers, consulting and communications firms, and general management companies/developers.

Mobility Wallets and Universal Basic Mobility (UBM)	Mobility Wallets seek to simplify and streamline payment for transit and other modes. Universal Basic Mobility (UBM) builds on this concept by providing subsidies for mobility services, using the established wallet. Together, these concepts increase accessibility to a diverse set of reliable, safe, and affordable modes of transportation, resulting in a reduced dependency on private vehicles. The projects will focus on actions that make modes other than driving alone more seamless, accessible, and integrated. SCAG's pilot projects will explore how customer experience improvements, pricing incentives and subsidies, and coordination to expand access and improve mobility will affect travel behavior in the region and reduce VMT. • Potential public/NGO partners include the California Integrated Travel Project (Cal-ITP), transit agencies, affordable housing developers, equity advocacy organizations and other community-based organizations, • Potential private partners include fare payment hardware, software and service providers, payment processing companies and banks, consulting and communications firms, and housing developers.
Curb Space Management	Curb Space Management pilot projects may explore new technologies and innovations, including dynamic curb pricing, curb use designations, and other operational strategies. Pilots may include designating areas for loading and street parking, reallocating space for bicycle parking, shared-used mobility and parklets, technology for bus stop and bus lane enforcement, and technology to map and track curb use. • Potential public/NGO partners include jurisdictional departments, central business districts, and public curb space users. • Potential private partners include big data and curb management software providers, transportation providers such as micromobility, bike share, carshare, vanpool, and transportation network companies, charging infrastructure providers, consulting and communications firms, and general management companies/developers.
Transportation	Transportation Demand Management (TDM) Technology focuses on

Demand Management (TDM) Technology	innovative programs or projects that reduce the demand for solo vehicle trips. Examples of pilots may include convening regional forums designed for TDM policymakers and implementers; creating a regional TDM data clearinghouse, including supports for cities, employers, and agencies transitioning to reporting more on Vehicle Miles Traveled (VMT); piloting residential TDM programs where tenants gain access to more travel options; and/or piloting innovative TDM software that facilitates access and use of TDM-related services. • Potential public/NGO partners include Air Quality Management Districts, transportation management organizations, transit agencies, jurisdictions with TDM ordinances, County Transportation Commissions (CTCs), large public employers, and zoning administrators. • Potential private partners include large employers, developers, event producers and venues, and TDM technology companies.

NEXT STEPS

SCAG will continue outreach, begin identifying public partners and begin scoping specific projects and partnering arrangements. Specific project scopes, including MOUs with public sector agencies, and procurement goals for private sector vendors will be articulated in the final RPI Report, which will be brought to TC and RC as information items prior to the formal launch of individual projects.

FISCAL IMPACT:

The funding for the RPI program has been included in the REAP 2.0 budget. Funding for the RPI Program is subject to approval from the California Department of Housing and Community Development on SCAG's final REAP 2.0 Application.

ATTACHMENT(S):

1. PowerPoint Presentation - REAP 2.0 Regional Pilot Initiatives Framework

Regional Pilot Initiatives (RPI)

Program Framework
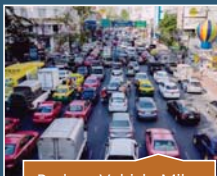
July 6, 2023

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REGIONAL EARLY ACTION PLANNING (REAP) 2.0

"Transformative planning and implementation activities" which implement the regional Sustainable Communities Strategy (SCS)

REAP 2.0 Objectives

Promote infill housing development

Reduce Vehicle Miles Travelled

Affirmatively Further Fair Housing

CTC Partnership Program: Fund a $80m competitive call for projects with the CTCs to advance high-impact and transformative concepts consistent with Key Connection strategies in Connect SoCal.

Regional Pilot Initiatives (RPI) Program: Launch a $15m transformative regional transportation program to implement innovative pilot projects and programs region-wide.

2

AGENDA

- Program Development
- Program Areas
- Potential Partners
- Next Steps

3
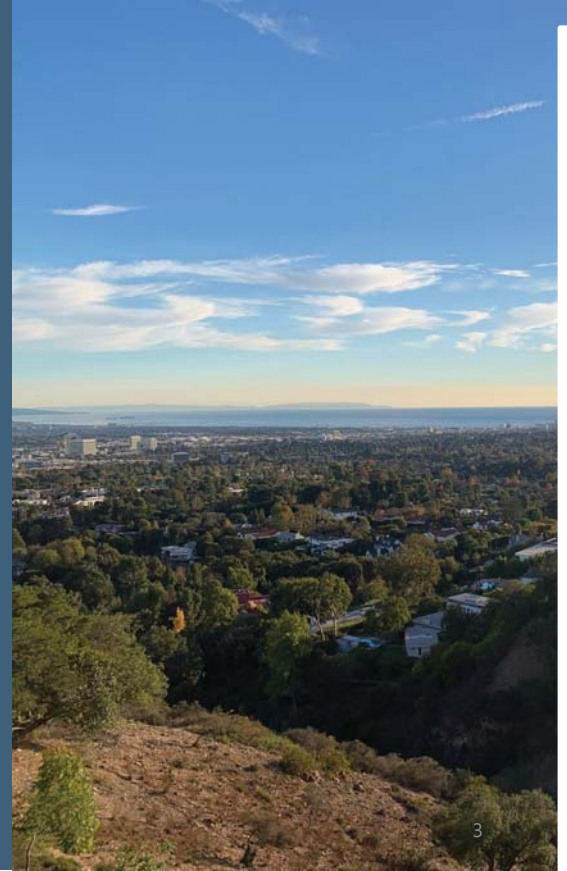
PROGRAM DEVELOPMENT

Conducted Industry Research
- Comprehensive Literature Review
- Interviews
- Case Studies
- Best Practice Identification
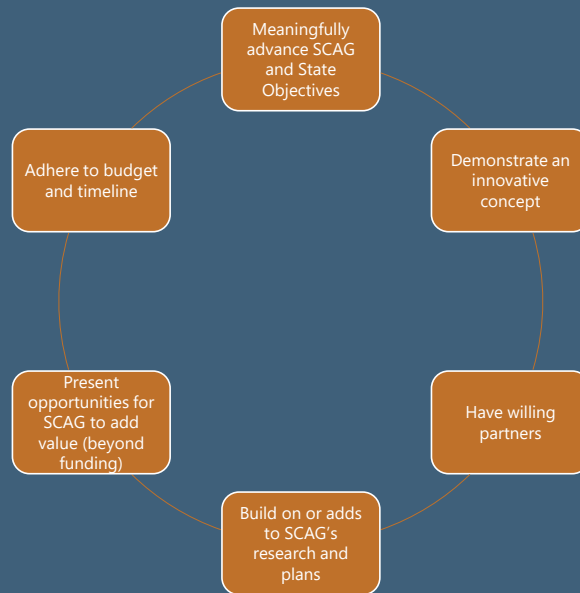
Studied Private Sector Participation
- Identified Business Models

Outlined Methods of Performance Evaluation
- In line with REAP goals

Public Stakeholder Survey

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IDENTIFYING PROGRAM AREAS

- Meaningfully advance SCAG and State Objectives
- Demonstrate an innovative concept
- Have willing partners
- Build on or adds to SCAG's research and plans
- Present opportunities for SCAG to add value (beyond funding)
- Adhere to budget and timeline

PROGRAM AREAS

1. Big Data Research
2. Accelerating Active Transportation
3. Mobility Hubs
4. Mobility Wallets and Universal Basic Mobility (UBM)
5. Curb Space Management
6. Transportation Demand Management

KEY PLAYERS

- State Partners
  - Departments within the State of California responsible for designing and overseeing the REAP 2.0 program
  - Includes Housing and Community Development, CARB, Office of Planning & Research, Strategic Growth Council
- Southern California Association of Governments (SCAG)
  - Metropolitan Planning Organization allocated REAP 2.0 funds by the State
- Partnerships for Innovative Deployment
  - Department within SCAG's Transportation Subdivision responsible for the REAP 2.0 Transportation Partnership Programs, including the Regional Pilot Initiatives program
- SCAG Subject Matter Experts
  - SCAG staff, primarily from the Transportation Subdivision, will be involved in the program design and ongoing evaluation
- Consultant
  - Cambridge Systematics will report to PID and help develop and execute the RPI program
- Public Partner
  - Jurisdiction, agency, special purpose entities, etc. who partner with SCAG to implement an RPI project
- Private Partner
  - Vendor who provides products or services to SCAG and public partner to achieve an RPI project

RPI PROJECT LEVEL

RPI PROGRAM LEVEL

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BIG DATA RESEARCH

GOAL: work with small and underserved local jurisdictions to identify and research key transportation planning and policy questions using powerful analytical tools like the StreetLight Big Data Platform, also funded by REAP 2.0.

Potential Public Partners	Potential Private Partners
• Jurisdictions • Transit agencies • Transportation Management Organizations	• Big data software vendors • Firms specializing in data analysis

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ACCELERATING ACTIVE TRANSPORTATION

GOAL: Innovative active transportation projects will employ new processes to achieve outcomes such as efficient delivery of complete, connected, and safe pedestrian and bicycle route networks; and use that in responsive to community needs and contexts, including e-bikes.

Potential Public Partners	Potential Private Partners
• Jurisdictions • Universities • Bike Advocacy Organizations	• Implementation and design firms • Bike vendors • Bike shops

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MOBILITY HUBS

GOAL: Mobility Hubs serve as community anchors that enable travelers of all backgrounds to access at least two or three transportation options that can include transit, bikeshare, carshare, and other shared-mobility options. SCAG's mobility hub pilot projects will see partnerships with public sector agencies to create or enhance mobility hubs through interventions such as placemaking and signage, amenities, and co-location of modes.

Potential Public Partners	Potential Private Partners
• Jurisdictions / DOTs • Transit Agencies • Central Business Districts	• Micromobility, bike share, carshare, vanpool, and transportation network companies • Charging infrastructure providers • Planning design firms

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MOBILITY WALLETS AND UNIVERSAL BASIC MOBILITY

GOAL: Pilot projects will focus on actions that make modes other than driving alone more seamless, accessible, and integrated.

Potential Public Partners	Potential Private Partners
• California Integrated Travel Project (Cal-ITP) • Transit agencies • Affordable housing operators • Equity advocacy organizations and other CBOs	• Fare payment hardware, software and service providers • Payment processing companies and banks • Consulting firms • Housing developers

CURB SPACE MANAGEMENT

GOAL: Pilot projects may explore new technologies and innovations, including dynamic curb pricing, curb use designations, and other operational strategies.

Potential Public Partners	Potential Private Partners
• Jurisdictions • Central Business Districts • Public curb space users	• Big data and curb management software providers • Micromobility, bike share, carshare, vanpool, and transportation network companies • Charging infrastructure providers • Planning design firms

TRANSPORTATION DEMAND MANAGEMENT TECHNOLOGY

GOAL: Innovative programs or projects that reduce the demand for solo car trips and the technology tools to enable data analytics for policy development.

Potential Public Partners	Potential Private Partners
• Air Quality Management Districts • Transportation management organizations • CTCs/ Transit agencies • Jurisdictions with TDM ordinances • Large public employers	• TDM technology SaaS companies

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Next Steps

- Identify Public Partners for Each Program Area
  - MOUs with Public Partners by 12/23
- Identify Private Partnership Procurement Models
  - RFPs for Private Partners by 12/23
- Develop Scopes of Work and Budgets for each Program Area
- Return to TC as each project comes to fruition
- Report back to TC on a quarterly basis, RC semi-annually
- REAP Program ends June 30, 2026

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THANK YOU!

For more information, please visit:

www.scag.ca.gov/reap2021

Southern California Association of Governments
July 6, 2023

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	*Kome Ajise*
Subject:	AB 825 (Bryan) & AB 645 (Friedman) Follow-up	

RECOMMENDED ACTION:
That the Regional Council take a watch position on Assembly Bill (AB) 825 (Bryan) and AB 645 (Friedman), as recommended by the Legislative/Communications and Membership Committee (LCMC).

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
At its June 20, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) received a report on AB 825 (Bryan), relating to legalizing bicycling on sidewalks, and AB 645 (Friedman), related to automated speed enforcement. After robust discussion on the bills, the committee forwarded recommendations to the Regional Council (RC) to adopt a "watch" position on AB 825 (Bryan) and AB 645 (Friedman).

BACKGROUND:
SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. Of these 200+ bills, staff identified and presented seven priority bills at the May 23, 2023 LCMC, with a recommendation to support AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino). Support positions were subsequently adopted by the RC at its June 1, 2023 meeting. In addition, staff included AB 825 (Bryan) and AB 645 (Friedman) at the May 23, 2023 LCMC meeting for informational purposes and to collect informal feedback from the committee.

The committee asked various questions and commented on AB 825 and AB 645 but members generally expressed support for the concepts. Specifically, committee members inquired about the

downsides of AB 825, of which staff mentioned that it might pose an issue of local control. The committee also inquired about the downsides of AB 645, in which staff clarified that the American Civil Liberties Union (ACLU) and other related organizations posed various privacy and equity concerns. Some members expressed that the strong data retention provisions are essential to ensure jurisdictions sufficiently protect their residents' privacy. Other members inquired about the delayed fines and expanding the scope of the jurisdictions authorized to pilot the speed safety system. Since the committee gave generally positive feedback on AB 825 and AB 645, staff brought returned to the June 20, 2023 LCMC meeting with additional information a recommendations to support both bills.

At the June 20, 2023 meeting, LCMC members explored to two subject bills and raised many pros and cons concerning their merits. After robust discussion, the LCMC forwarded a recommendation to the RC to adopt a "watch" position on AB 825 (Bryan) and AB 645 (Friedman).

More information on both bills is included below:

The LCMC recommends a WATCH position for the following two legislative bills:

Bill: AB 825   **Author:** Assemblymember Isaac Bryan (D-Los Angeles)
Title: Legalizing Bicyclists on Sidewalks
Status: Passed Assembly Floor 61-14. Referred to Sen. Transpo. Committee pending hearing.

This bill would prohibit cities and counties from restricting the use of bicycles on sidewalks next to highways that do not include Class I, II, or IV bikeways. It would also establish a 10-mile-per-hour speed limit on bikes utilizing the sidewalk and require a bicycle user riding on the sidewalk to yield the right of way to pedestrians.

AB 825 passed by a vote of 11 to 4 in the Assembly Transportation Committee, 12 to 3 in the Assembly Appropriations Committee and 61-14 on the Assembly Floor. The Assembly Appropriations Committee determined that this bill would have minor costs. The bill is now in the Senate, where it was referred to the Senate Transportation Committee and it is awaiting a hearing. Streets for All sponsored this bill, and other supporters include Active San Gabriel, Norwalk Unides, California Bicycle Commission, and California Walks. Livable California is the only organization with registered opposition.

Bill: AB 645   **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: Speed Safety Cameras Pilot Program
Status: Passed Assembly Floor 58-7. Pending Senate Committee referral.

This bill would authorize the cities of Los Angeles, San Jose, Long Beach, Oakland, Glendale, and the City/County of San Francisco to pilot speed camera systems for five years or until January 1, 2032, in high-injury areas and school zones in limited numbers based on population. The bill would require participating jurisdictions to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report. The Speed Safety System Use Policy shall outline policies regarding the purpose and use of the speed cameras. The Speed Safety System Impact Report shall include an assessment of the impact of the pilot on civil rights, a description of the speed cameras, an estimate of costs, an evaluation of the areas where cameras will be deployed, and why those particular locations may be experiencing high fatality and injury collisions. The bill requires participating jurisdictions to inform the public of the pilot at least 30 days before enforcement begins and only issue warning notices within the first 60 days of the pilot, after which violations may be issued. Participating jurisdictions may only continue to operate the speed cameras at a specific location if it reduces speed violations unless they install traffic calming measures and speed feedback signs in areas where cameras do not reduce speeding.

The bill sets fines of $50, $100, $200, or $500 for going over the speed limit by 11 mph, 16 mph, 26 mph, or 100 mph, which participating jurisdictions are required to reduce for those under the poverty line or offer community service. The bill requires that revenues be spent on program costs, including traffic calming measures, installation costs, arbitration of violations, and reporting requirements for performance metrics. Excess revenues must be spent on traffic calming measures within three years, or they will revert to the State Active Transportation Program. Participating jurisdictions must submit a report to the Legislature by March in the fifth year of implementation of the pilot. They must also abide by confidentiality provisions relating to the retention and disposal of information captured by the speed cameras.

This bill passed 12 to 0 in the Assembly Transportation Committee, 8 to 1 in the Assembly Privacy and Consumer Protection Committee, 11 to 3 in Assembly Appropriations, and 58 to 7 on the Assembly Floor. The bill is now in the Senate where it is waiting to be referred to its committees. According to the Assembly Appropriations Committee, this bill will have significant costs for local governments, which the State will not reimburse since its provisions are optional, and revenues from the pilot will help offset costs. The City of San Jose, the Glendale Police Department, and Streets for All are a few of the bill's co-sponsors. Other organizations in support include Active San Gabriel Valley, BikeLA, the Cities of Long Beach, West Hollywood, Los Angeles, and the Santa Monica Safe Streets Alliance. Organizations in opposition include ACLU California Action and the Electronic Frontier Foundation. Opponents argue that while the State has many unsafe streets, automated enforcement and ticketing raise privacy and equity concerns. They argue that the state can improve safety by investing in enhancing roads rather than taxing residents via fines.

Last month, the LCMC inquired about expanding the scope of the cities authorized to pilot the speed safety system. Upon investigating further, staff learned that Assemblymember Friedman

limited this bill to the aforementioned cities and counties due to negotiations with the bill's opposition and agreed not to expand the pilot further. AB 645 is already an expanded version of a previous similar bill, which initially only included San Francisco and San Jose. AB 645, which now includes various cities in Los Angeles County, marks the first time since 2005 that a speed camera bill has passed in either legislative chamber.

Prior Committee Action

At the LCMC meeting on May 23, 2023, staff presented AB 825 (Bryan) and AB 645 (Friedman) to the Committee for informational purposes only. The committee asked various questions and commented on both bills but was generally supportive. Specifically, committee members inquired about the downsides of AB 825, of which staff mentioned that it might pose an issue of local control. The committee also inquired about the downsides of AB 645, in which staff clarified that the American Civil Liberties Union (ACLU) and other related organizations posed various privacy and equity concerns. Some members expressed that the strong data retention provisions are essential to ensure jurisdictions sufficiently protect their residents' privacy. Other members inquired about the delayed fines and expanding the scope of the jurisdictions authorized to pilot the speed safety system.

Given positive feedback at the May LCMC, staff brought both bills back and presented them to the LCMC at its meeting on June 20, 2023, with a recommendation to support. After hearing the presentation, members had additional questions and expressed various concerns about both bills.

Regarding AB 825 (Bryan), members asked for clarification on whether the provisions would apply only to sideways next to highways, or if they would also be enforced on all city streets. Members expressed concerns that applying these provisions on all streets would endanger pedestrian safety. Members also expressed concerns that the bill would not provide funding for cities and counties to enforce its provisions, which could include signage, public messaging, and other costs. Further, members also expressed concerns about electric bikes being allowed on sidewalks since they could also pose a significant danger to pedestrians, and the bill does not address them. Lastly, while some members thought a proposed 10-mile-per-hour speed limit was a good attempt to protect pedestrian safety, it may be hard to enforce it.

Members also expressed concerns about AB 645 (Friedman), including how violations would be enforced given that there would be photographic evidence of the vehicle, but no proof of who was driving a vehicle when a violation was committed. Members also asked various questions to clarify which types of speed cameras would be used in the pilot and whether cities could use them for purposes other than speeding enforcement. Lastly, members also expressed privacy concerns, especially given that the American Civil Liberties Union (ACLU) registered opposition to the bill.

Ultimately, the LCMC voted to forward a "watch" position on AB 825 (Bryan) and AB 645 (Friedman) to the Regional Council.

FISCAL IMPACT:

Work associated with the staff report on AB 825 (Bryan) & AB 645 (Friedman) is contained in the Indirect Cost budget, Legislation 810-0120.10.

Southern California Association of Governments
July 6, 2023

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Executive/Administration Committee (EAC) Regional Council (RC)	
From:	Javiera Cartagena, Chief Government and Public Affairs Officer (213) 236-1980, cartagena@scag.ca.gov	*Kome Ajise*
Subject:	Governor and Legislative Permitting Reform Proposals	

RECOMMENDED ACTION:
That the Regional Council take a support position on Assembly Bill (AB) 914 (Friedman) and the proposals titled CEQA Judicial Streamlining, Green Financing Programs for Federal IRA Funding, NEPA Delegation Authority, and Public-Private Partnership Authority I-15 Wildlife Crossings from Governor Newsom's permit streamlining trailer bills package, as recommended by the Legislative/Communications and Membership Committee (LCMC).

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
At its June 20, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) members received a report on eleven bills related to permitting and California Environmental Quality Act (CEQA) reform. After discussion and deliberation, the LCMC voted to forward recommendations to the Regional Council (RC) to adopt a support position on Assembly Bill (AB) 914 (Friedman) and the proposals titled CEQA Judicial Streamlining, Green Financing Programs for Federal IRA Funding, NEPA Delegation Authority, and Public-Private Partnership Authority I-15 Wildlife Crossings from Governor Newsom's permit streamlining trailer bills package.

BACKGROUND:
SCAG is monitoring over 200 legislative bills related to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, the budget, and more. As the Legislature negotiates the budget bill with the Governor, staff is also monitoring all related budget and trailer bills.

Notably, the Governor announced ten budget trailer bill proposals in mid-May that would provide permitting reform and project streamlining for various projects across many sectors. These proposals would generally accelerate construction, expedite court reviews, streamline permitting, address cumbersome CEQA processes, and maximize federal dollars. This package includes proposals that would address the following:

1. CEQA Administrative Records Review
2. CEQA Judicial Streamlining
3. Green Financing Programs for Federal IRA Funding
4. Accelerating Environmental Mitigation
5. National Environmental Policy Act (NEPA) Delegation Authority
6. Public-Private Partnership Authority I-15 Wildlife Crossings
7. Job Order Contracting
8. Progressive Design Build Authority for DWR and Caltrans
9. Fully Protected Species Reclassification
10. Delta Reform Act Streamlining

In addition, Assemblymember Laura Friedman (D-Glendale) introduced AB 914, which relatedly, would provide CEQA streamlining for certain electrical infrastructure projects.

While staff included information on all 10 of the above proposals to the LCMC, staff recommended support only for AB 914 and the four underlined proposals, as follows: (2) CEQA Judicial Streamlining, (3) Green Financing Programs for Federal IRA Funding, (5) NEPA Delegation Authority, and (6) Public-Private Partnership Authority I-15 Wildlife Crossings.

The LCMC supported the staff recommendation.

More information on these proposals, which would support the principles included in the Regional Council's adopted legislative platform, are included below:

The LCMC recommends SUPPORT for the following five proposals:

Proposal 2:   CEQA Judicial Streamlining
Recommendation: Support

Summary
This proposal would provide for expedited judicial review of challenges to certain water, transportation, clean energy, and semiconductor or microelectronic projects under CEQA.

Proposal

This proposal would promote efficiency at the backend of the CEQA process by requiring that judicial challenges and appeals to an environmental analysis be completed within 270 days, to the extent feasible. This proposal would only apply to infrastructure projects related to water, clean transportation, clean energy, and semiconductor or microelectronic research and development facilities.

Eligible clean energy projects would include solar or wind electrical generating power plants, energy storage systems, manufacturing, production, or assembly of energy storage, wind or solar energy systems, and electric transmission projects. Eligible water projects would include the delta conveyance project, water storage projects funded by the California Water Commission, water recycling projects, desalination projects, and canal or other conveyance maintenance and repair projects.

Concerning clean transportation projects, however, the Governor's proposal would allow streamlining for up to 20 projects, ten state and ten local, that support the California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI) framework. The CalSTA Secretary would be responsible for certifying a project's consistency with the CAPTI.

Background

CEQA requires public agencies to study potential adverse environmental impacts of proposed projects and adopt alternatives or mitigation measures to reduce the effects of significant project impacts. It also requires environmental studies should be made available for public review and comment. Public agency obligations under CEQA are enforceable by courts, often through lawsuits brought by the public. While these lawsuits are given scheduling preference, lawsuits, and appeals may take several years to resolve.

The California Legislature has created expedited judicial processes for certain projects, such as the SCAG-supported Senate Bill (SB) 7 (Atkins, 2021), which extended streamlining projections for certain projects. This CEQA streamlining proposal for water, transportation, clean energy, and certain semiconductor/microelectronic projects is modeled after SB 7 to resolve CEQA challenges to critical infrastructure projects.

Staff recommends a "support" position as it aligns with Item 4 under Affordable Housing & Housing Production, and Items 1, 2, 3, and 5 under Project Streamlining to support legislative efforts that expedite and streamline project development and delivery, CEQA reform, CEQA judicial streamlining, and simplification of permitting processes, especially for priority projects, such as transportation, transit, or housing projects.

Proposal 3:   Green Financing Programs for Federal IRA Funding

Recommendation: Support

Summary & Proposal

The Governor's proposal would authorize IBank and the Department of Water Resources to access and utilize federal funding provided in the Inflation Reduction Act, to finance projects that reduce greenhouse gas emissions. It would also clarify that any revenues resulting from Direct Pay should be deposited directly into the program making the investment.

Background

The Inflation Reduction Act of 2022 (IRA) created the federal Greenhouse Gas Reduction Fund (GHGRF) with $27 billion of funding to transform lending markets and create new, revolving pools of capital that public lenders can use to motivate significant additional private investment. The US Environmental Protection Agency will host three competitions to distribute the funds to eligible entities, including states, who will have some discretion in using the funding. These competitions include $14 billion for a National Clean Investment Fund, $6 billion for a Clean Communities Investment Accelerator, and $7 billion for a Solar for All competition.

IBank and the California Governor's Office of Business and Economic Development convened a working group to shape the state's GHGRF application to compete for these funds.

The IRA also includes provisions that allow eligible entities, such as states, to monetize available tax credits through "direct pay," where the IRS will send direct payments equal to the value of a claimed tax credit.

Staff recommends a "support" position as this proposal aligns with Items 1 and 4 of the Legislative Platform's Building Resilience section to support legislative efforts that ensure that the state is investing funds to meet the state's overall greenhouse gas reduction goals, while ensuring the SCAG region gets its fair share of funding.

Proposal 5:   NEPA Assignment for Rail Projects
Recommendation: Support

Summary

This proposal would remove the current sunset provision and permanently authorize the consent of California to the jurisdiction of federal courts and waiver of immunity by CalSTA regarding the performance of certain federal environmental responsibilities under the National Environmental Policy Act (NEPA).

Proposal

This proposal would remove the January 2025 expiration date to ensure that the state's federal agreement remains permanent, allowing for continued project acceleration. Terminating the NEPA agreement would delay environmental documents and increase costs for local projects such as the Los Angeles Unions Station (Link US) and Altamont Corridor Express (ACE) projects. Delays could vary from one year to more than two years for bigger projects. The current NEPA authorization has led to significant time savings for environmental approvals, including at least one year in time savings on 600 approvals and 124 months in time savings for 21 Environmental Impact Statement Approvals.

Background

The Secretary of the California Transportation Agency has the authority to assume responsibilities under the National Environmental Policy Act (NEPA) of 1969 and other federal environmental laws for any railroad, public transportation, or multimodal projects. Section 13979.2 of the Government Code contains the existing federal agreement that assigns the CalSTA Secretary these responsibilities but is set to expire on January 1, 2025, unless it is extended by new legislation.

Staff recommends a "support" position as it aligns with Item 5 under Project Streamlining to support legislative efforts that streamline and simplify regulatory review processes, permitting, and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

Proposal 6:   Direct Contracting Authority for I-15 Wildlife Crossings
Recommendation: Support

Summary

This proposal would authorize the California Department of Transportation (Caltrans) to directly contract to construct three wildlife crossings over Interstate 15 (I-15) as part of the Brightline West high-speed rail project between California and Nevada.

Proposal

The proposed language would allow Caltrans to directly contract with Brightline West to develop, design, and construct wildlife crossings as part of their project in the median on the I-15. This would allow the state to collaborate with Brightline West so that one entity can manage the simultaneous construction of the high-speed rail and wildlife crossings while avoiding delays and increased costs.

Background

Caltrans, the California Department of Fish and Wildlife, and Brightline West agreed in February 2023 to construct three wildlife crossings across the I-15 and the future Brightline West high-speed rail system, which would connect Southern California to Nevada via the I-15 median. These

crossings will provide a safe path for wildlife to cross over the existing highway lanes and future high-speed rail.

Caltrans has the authority to enter cooperative agreements with public agencies on transportation projects to partner on project delivery and funding. However, since they are a private company, Caltrans has no authority to enter into an agreement with Brightline West to compete for funds for the wildlife crossings. Caltrans is concerned that the Brightline West and wildlife crossing projects will conflict, resulting in delays and increased costs. Thus, it would be in the State's best interest to avoid these delays by creating a pathway to directly contract with Brightline West, which has applied for federal rail funds.

Staff recommends a "support" position as it aligns with Items 1 and 5 under Project Streamlining to support legislative efforts that expedite and streamline project development and delivery and simplification of permitting processes, especially for priority projects, such as transportation, transit, or housing projects.

Bill: AB 914   **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: CEQA Streamlining Electrical Infrastructure
Status: Passed 79-0 on the Asm. Floor. Referred to Sen. EQ and Sen. E., U., & C. Committees pending hearing.
Recommendation: Support

This bill would establish a two-year time period for a lead <u>state</u> agency to complete CEQA review and approve or deny an application for an electrical infrastructure project. It would also require a state agency that fails to meet the two-year time period to submit to the Legislature a report stating why the review could not be completed within the period and identifying potential impacts to the electrical system that could result from the delay.

AB 914 passed by a vote of 79 to 0 on the Assembly Floor and was referred to the Senate Committees on Environmental Quality and Energy, Utilities & Communications, pending a hearing in the Environmental Quality Committee. The Assembly Appropriations Committee determined that this bill would impose minor and absorbable costs to both the California Energy Commission (CEC) and the California Public Utilities Commission (CPUC).

This bill is supported by the California Building Industry Association, California Association of Councils of Governments, California Chamber of Commerce, Civicwell (formally the Local Government Commission), Edison International and Affiliates, Including Southern California Edison, HNTB, Inland Empire Economic Partnership (IEEP), Los Angeles Business Council, Pacific Gas & Electric Company, Rural County Representatives of California (RCRC), and San Diego Gas & Electric. The Defenders of Wildlife, Fission Transition, and the Sierra Club oppose the bill.

Staff recommends a "support" position as it aligns with Item 1 under Project Streamlining to support legislative efforts that expedite and streamline project development and delivery and CEQA reform, especially for priority projects.

Prior Committee Action
At the LCMC meeting on June 20, 2023, staff presented the above five proposals to the Committee with a recommendation to support AB 914 (Friedman) and the proposals titled CEQA Judicial Streamlining, Green Financing Programs for Federal IRA Funding, NEPA Delegation Authority, and Public-Private Partnership Authority I-15 Wildlife Crossings from Governor Newsom's permit streamlining trailer bills package. After hearing the presentation, the LCMC voted unanimously to forward a support position to the Regional Council on all five proposals.

FISCAL IMPACT:
Work associated with the staff report on the Governor & Legislative Permitting Reform Proposals is contained in the Indirect Cost budget, Legislation 810-0120.10.

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Executive/Administration Committee (EAC) Regional Council (RC)	
From:	Javiera Cartagena, Chief Government and Public Affairs Officer (213) 236-1980, cartagena@scag.ca.gov	*Kome Ajise*
Subject:	SCAG Memberships and Sponsorships	

RECOMMENDED ACTION:
Approve up to $50,772 for memberships and sponsorships with 1) Mobility21 ($30,000), 2) the 2023 UCLA Arrowhead Symposium ($10,000), 3) the American Public Transportation Association ($5,772), and 4) the Conference of Minority Transportation Officials 52nd National Meeting & Training Conference ($5,000).

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
At its June 20, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to $50,772 for memberships and sponsorships with 1) Mobility21 ($30,000), 2) the 2023 UCLA Arrowhead Symposium ($10,000), 3) the American Public Transportation Association ($5,772), and 4) the Conference of Minority Transportation Officials 52nd National Meeting & Training Conference ($5,000).

BACKGROUND:

Item 1:	Mobility21
Type:	Membership & Sponsorship **Amount:** $30,000

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

— Support practical solutions to Southern California's transportation challenges;

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

SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, is a member of the coalition's board of directors, which includes representation from various other SCAG stakeholders and agencies. Staff recommends retaining membership with Mobility21 at a cost of $25,000.

Mobility21 co-hosts an annual conference with SCAG, and this year's 2023 Mobility 21 Southern California Transportation Summit Challenge of Change will be held on Friday, September 29, 2023, at the Disneyland Hotel in Anaheim, California. Last year's Summit, which SCAG attended, focused on the Future Forward from the COVID-19 pandemic. It featured panels such as Transportation Investment Equity, Our Nation's Ports: Course Correction, Are We There Yet? Getting to Zero Emissions, and Choice vs. Congestion. Various panels included members of the SCAG board. Staff recommends sponsoring the conference at the $5,000 Gold level, which along with our Mobility21 membership, includes the following benefits:

- Nine (9) full Summit comp registrations;
- Two (2) expo-only registrations;
- 1 VIP Reception ticket;
- Exhibitor table at Mobility 21 Expo and one (1) exhibitor-only registration;
- Logo visibility on a shared slide in the conference sponsor slide show;
- Logo on Mobility 21 sponsor page website;
- Company name on pre-conference advertising, both print and electronic;
- Company name on the event program and other Summit materials; and
- Half-page ad in Summit program.

The combined cost of retaining membership and sponsoring the 2023 Mobility21 Summit is $30,000.

Item 2: 33rd Annual UCLA Lake Arrowhead Symposium
Type: Sponsorship   **Amount:** $10,000

The University of California, Los Angeles (UCLA) Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues each year. This year's Symposium – *Transforming Transportation* – will convene from October 15-17, 2023, at the UCLA Lake Arrowhead Conference Center and will bring together a diverse and intimate group of

influential policymakers, private sector stakeholders, public sector analysts, consultants, advocates, and researchers to delve into the pressing public policy challenges at the nexus of transportation, land use, and the environment. SCAG has been a sustaining co-sponsor for this program, enabling SCAG to maintain membership on the 2022-2023 Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers, nominating experts to attend the Symposium consistent with SCAG goals.

SCAG staff recommends that the agency sponsor the event at the "Platinum Sponsor" level in the amount of $10,000, which provides SCAG with the following:

− Three (3) complimentary registrations;
− Two (2) registrations at 50% off (Early Bird registration costs $1,095);
− Five (5) invitations for symposium attendees;
− Opportunity to nominate a speaker for UCLA's review;
− Representation on the 2022-2023 Arrowhead Steering Committee;
− Recognition as sponsor of one of four dinners or receptions;
− Exclusive display of promotional materials during early evening reception;
− Shared display of promotional materials at the registration area;
− Highlighted recognition on the symposium website & online materials;
− Logo placement in printed symposium materials;
− Highlighted recognition as a Platinum sponsor from the podium; and
− Opportunity to network with speakers, faculty, and prominent public officials.

Item 3:	American Public Transit Association (APTA)		
Type:	Membership	Amount:	$5,772

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of recent and continued work in Congress on providing aid to transit agencies in light of the Coronavirus Disease 2019 (COVID-19) pandemic, as well as transportation reauthorization legislation and spending bills.

Item 4:	Conference of Minority Transportation Officials (COMTO) 52nd National Meeting & Training Conference (NMTC)		
Type:	Sponsorship	Amount:	$5,000

COMTO is a national, multi-ethnic organization founded in 1971 to advocate for the transportation careers and transportation needs of minorities. Since its inception, COMTO has 39 chapters throughout the United States and over 3,000 members from various transportation-related corporations, small businesses, government agencies, and universities.

COMTO will host its 52nd National Meeting and Training Conference (NMTC) from July 8–11, 2023, in Los Angeles. The event will be a premier in-person gathering of professionals in the transportation industry, attracting officials at all career levels seeking best practices, tools, and solutions to workplace and industry challenges. COMTO's 2023 NMTC will bring together industry leaders and practitioners to provide insights into transportation projects, policies, and strategies at work and explore the latest innovations fueling the transportation industry's future. This conference will bring together industry and transportation leaders across all modes to network, exchange ideas and discuss solutions as we work to ensure safe, accessible, affordable, and environmentally sustainable transportation options today and beyond.

SCAG staff recommends that the agency sponsor the event at the "Friend of COMTO" level in the amount of $5,000, which provides SCAG with the following:

– SCAG featured as a sponsor for the 2023 National Meeting & Training Conference;
– (1) Conference Registration;
– (1) Annual Memberships to COMTO;
– (1) Exhibitor Booth;
– Quarter-page ad in Conference Program; and
– Logo to be included in the program and on the website.

PRIOR COMMITTEE ACTION:
Staff presented the sponsorship for up to $50,772 for memberships and sponsorships with 1) Mobility21 ($30,000), 2) the 2023 UCLA Arrowhead Symposium ($10,000), 3) the American Public Transportation Association ($5,772), and 4) the Conference of Minority Transportation Officials' 52nd National Meeting & Training Conference ($5,000) to the LCMC at its meeting on June 20, 2023. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:
$35,772 for membership with Mobility21, 2023 Mobility21 Summit, and APTA is included in the approved FY 23-24 General Fund Budget. $15,000 to sponsor the UCLA Lake Arrowhead Symposium and the Conference of Minority Transportation Officials' 52nd National Meeting & Training Conference is included in the approved FY 23-24 Indirect Cost budget.

To:	Regional Council (RC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Javiera Cartagena, Chief Government and Public Affairs Officer (213) 236-1980, cartagena@scag.ca.gov	*Kome Ajise*

Subject: July 2023 State and Federal Legislative Update

RECOMMENDED ACTION:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

STATE

State Budget Update
Governor Newsom presented his May Revision budget proposal for the 2023-24 fiscal year on Friday, May 12, 2023. The Governor proposed a $306.5 billion balanced budget that embodied his priorities for the State.

In response to the Governor's proposal, the Legislature released a budget agreement on June 12, 2023 that was reached between Assembly and Senate legislative leadership. This two-party agreement is contained in AB 101 and SB 101. In accordance with constitutional deadlines, the Legislature passed the spending plan on June 15, 2023, though further negotiations with Governor Newsom remain on-going. Governor Newsom must sign or veto the two-party agreement budget prior to the start of the new fiscal year on July 1, 2023. As agreements are reached between the State Legislature and the Governor, various trailer bills representing policy and state governmental functions will be released and passed.

Concerning the two-party agreement, the Legislature crafted a $312 billion spending plan that aligns with most of Governor Newsom's budget proposals, including approving many of the new proposals from his own budget blueprint, such as $250 million in additional funding for flood protection and another $1 billion to help local governments address homelessness.

One of the main areas of disagreement relates to assistance for public transit agencies, that have been warning of a pending "fiscal cliff" without needed funds to continue operations and maintenance to offset the drop in revenue due to the COVID-19 pandemic. In his initial proposals, the Governor proposed pulling back $2 billion that was previously promised for transit and intercity rail infrastructure. AB 101 and SB 101 reject that proposal, and also propose an additional $1.1 billion over the next three years from the state's cap-and-trade funds to help cover operating expenses for transit agencies. The California Transit Association has acknowledged the additional proposed funds and stated that while they would help address the immediate needs of transit agencies, the total amount remains insufficient to address their full needs.

State Legislature Schedule

As legislators march through the 2023-2024 Legislative Session, staff will continue to provide an updated calendar highlighting recent and upcoming legislative deadlines:

Date	Deadline
July 14, 2023	Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session provided Budget Bill has been passed.
August 14, 2023	Legislature reconvenes from Summer Recess.
September 1, 2023	Last day for fiscal committees to meet and report bills to Floor.
September 5-14, 2023	Floor session only. No committees, other than conference or Rules committees, may meet for any purpose.
September 8, 2023	Last day to amend on the floor.
September 14, 2023	Last day for each house to pass bills.
October 14, 2023	Last day for Governor to sign or veto bills passed by the Legislature on or before September 14 and in his possession after September 14.

FEDERAL

The Federal Debt Ceiling

President Joe Biden signed the "Fiscal Responsibility Act of 2023" on Friday, June 2, 2023, preventing a default and limiting federal spending for the next two years. It should be noted that the deal did not raise the debt limit, but rather suspended it. The deal also kept non-defense spending roughly flat with current (FY 2023) levels in FY 2024, factoring in agreed upon appropriations adjustments. While certain pots of funding remained untouched, including the Inflation Reduction Act (IRA) and the Infrastructure Investment and Jobs Act (IIJA), there was a recission of unobligated highway funding from the FY 2021 appropriations bill that was part of the additional highway infrastructure funding for states to assist with the impacts of COVID.

In response to the proposed cuts, the California Transportation Commission (CTC) held a special emergency meeting on June 2, 2023, to review the potential impacts of the deal on their ongoing and future projects and review options to mitigate the potential loss in revenue.

At the CTC meeting on March 24-25, 2021, the Commission approved the distribution of $364.7 million of California's $911.8 million Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) apportionment to regional agency programs. This $364.7 million was split equally between the regional share of the State Transportation Improvement Program (STIP) and a new formula program called the CRRSSA Program.

As of June 2, 2023, $113 million from the STIP and $19 million from the CRRSAA Program remained unallocated. These were the funds at risk of being rescinded when the federal debt ceiling legislation was enacted. During the CTC's emergency meeting, all recommended actions by CTC staff were approved, including approving project lists and delegating authority to Caltrans to make programming changes to projects the Commission previously approved for funding under the CRRSAA Program, enabling Caltrans to obligate funding prior to any federal rescission.

Mobility 21 DC Trip
SCAG was pleased to partner with Mobility 21 in the planning of their annual Washington, D.C. advocacy trip. Ms. Javiera Cartagena, Director of Government and Public Affairs, represented SCAG on trip. Other members of the delegation included representatives from all six of the region's transportation commissions, as well as representatives from various private partners, including AECOM, HNTB, LA Chamber, and Flatiron.

Members of the Mobility 21 delegation were able to meet with Representatives Ken Calvert, Norma Torres, Mark Takano, Young Kim, Tony Cárdenas, Grace Napolitano, Brad Sherman, and Lou Correa. Federal priorities discussed included demonstrating the value of the Infrastructure Investment and Jobs Act (IIJA) funding to California and prioritizing awarding discretionary grant funding to projects and programs in support of the Southern California region hosting the 2028 Olympic Games, working to ensure the successful and effective implementation of the Build America Buy America Act, and supporting our region's goods and freight movement corridors, projects, and facilities.

Federal Aviation Administration (FAA) Reauthorization Act of 2023
On the week of June 12, 2023 both the House Committee on Science, Space, and Technology and the House Transportation and Infrastructure Committee approved the substantive portions of a five-year, aviation re-authorization bill by unanimous vote.

The FAA Reauthorization Act of 2023 will reauthorize the agency for the next five years and provide new guidance and standards for the agency, airlines, manufacturers, and the aviation workforce.

Specifically, the bill will authorize more than $107 billion in appropriations for the FAA for fiscal years 2024 through 2028. Funding will cover:

- Operations to fund key safety programs, from aircraft certification reform to air carrier oversight, while enabling the hiring, training, and retention of safety critical staff from air traffic controllers to technical engineers.
- FAA facilities and equipment to fund the modernizing of key technologies, systems, and equipment to ensure the resilience and development of the world's most complex airspace system.
- FAA airport improvement grants to support more than 3,300 airports nationwide and promote a sustainable and resilient infrastructure to meet increasing demand and integration of emerging technologies.
- FAA research, engineering, and development, which will help the United States remain competitive in the global race for innovative and sustainable aerospace technology.

The Senate Committee on Commerce, Science, and Transportation is now set to begin its markup of the bill. While originally scheduled for June 15, 2023, the markup was cancelled an hour after its start time and is yet to be rescheduled over a disagreement concerning an amendment from Senator John Thune (R-S.D.) that would establish an "enhanced qualification program" to allow pilots with less than 1,250 hours of pilot training to fly as copilot if they complete the program. This would be 250 hours less than the current pilot training regulation.

House Appropriations Committee Sets Subcommittee Allocations
House Appropriations Chair Kay Granger (R-Texas) announced that the debt limit package enacted at the beginning of June 2023 set a ceiling, not a floor, and that the fiscal year (FY) 2024 bills would limit new spending to the FY 2022 topline level. The only exception would be the Defense, Military Construction-Veterans Affairs and Homeland Security spending bills, which would all be spared from cuts. With government funding set to expire in less than four months, House and Senate leaders will need to strike a bipartisan, bicameral compromise to prevent a shutdown and keep federal dollars flowing past the October 1, 2023 start of the new fiscal year.

Federal Notices of Funding Opportunities (NOFOs) Update
President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) into law. These bills provide nearly $2 trillion in total spending over the coming years for infrastructure improvement and climate-related purposes. Federal agencies have been working to implement the IIJA and IRA. These historic levels of investment in transportation grant programs have given jurisdictions in the SCAG region the opportunity to apply for funding for diverse projects.

Below is a current list of open NOFOs issued for transportation, housing, broadband, and other SCAG-related competitive programs:

Grant Program	Agency	Due Date
Safe Streets and Roads for All Grant Program	US Department of Transportation	7/10/2023
Interstate Rail Compacts Grant Program	Federal Railroad Administration	7/10/2023
Airport Infrastructure Program	Federal Aviation Administration	7/14/2023
Passenger Ferry Program	Federal Transit Administration	7/17/2023
Ride and Drive Electric	Joint Office of Energy and Transportation	7/28/2023
Wildlife Crossings Pilot Program	Federal Highway Administration	8/1/2023
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Discretionary	US Department of Transportation	8/18/2023
Green and Resilient Retrofit Program – Leading Edge	Department of Housing and Urban Development	4/30/2024
Green and Resilient Retrofit Program – Comprehensive	Department of Housing and Urban Development	5/30/2024

FISCAL IMPACT:

Work associated with the July 2023 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

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

From: Hannah Brunelle, Senior Regional Planner
(213) 236-1907, brunelle@scag.ca.gov

Subject: REAP 2.0 Program Call for Applications Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
Resolution No. 22-649-1 authorizes SCAG to receive and administer $246,024,084 in Regional Early Action Planning Grant Program of 2021 (REAP 2.0) funds from the State of California. REAP 2.0 is managed by the California Department of Housing and Community Development (HCD), the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). SCAG anticipates the final approval of the full grant award by HCD this month. REAP 2.0 supports transformative planning and implementation activities and accelerates infill development that facilitates housing supply, choice, and affordability, to reduce Vehicle Miles Traveled (VMT), support Affirmatively Furthering Fair Housing (AFFH), and advance implementation of the region's Sustainable Communities Strategy (SCS).

SCAG's REAP 2.0 program includes six Calls for Applications to provide local agencies and eligible applicants across the SCAG region multiple opportunities to access funding in different program areas and also supports regional programs to implement Connect SoCal. This report provides a

progress update for SCAG's REAP 2.0 program and a summary of the status of each Call for Applications.

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 REAP 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 combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies to help achieve California's housing and greenhouse gas emission reduction goals. SCAG's program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Transportation Partnership Programs (TPP). The three major program areas in SCAG's REAP 2.0 program work together to meet the REAP 2.0 objectives and support implementation of SCAG's adopted Connect SoCal.

Over the last 18 months, SCAG staff, under the direction of the policy committees, the EAC, and the RC, has worked to develop a comprehensive REAP 2.0 program. Major milestones in the program development process include the following:

- February 3, 2022, the Regional Council (RC) authorized staff to apply for the REAP 2.0 advance funding to support outreach and program development, including hiring required limited-term staff.
- July 7, 2022, the RC adopted the REAP 2.0 Program Framework including guiding principles and the identification of major programmatic areas to guide SCAG's grant proposal.
- October 6, 2022, the Executive/Administration Committee (EAC) reviewed the comprehensive REAP 2.0 Draft Proposed Budget.
- November 30, 2022, the EAC, on behalf of the RC, authorized SCAG to apply for the full REAP 2.0 funding and authorized the acceptance of the full REAP 2.0 funds.
- December 29, 2022, SCAG submitted the full REAP 2.0 application ahead of the December 31, 2022, deadline.
- June 11, 2023, SCAG received a preliminary staff level approval of the REAP 2.0 application from HCD and is subject to final approval by the HCD Internal Loan Committee.

REAP 2.0 CALL FOR APPLICATIONS SUMMARY
SCAG is sub-allocating 80 percent of the full REAP 2.0 grant award for partner-led projects, to ensure projects can be delivered efficiently and effectively, while reducing SCAG's administrative costs. SCAG is releasing six Calls for Applications to provide eligible applicants multiple

opportunities to access funding across different program areas. A summary of SCAG's Calls for Application is as follows:

Call for Applications	Funding Amount	Release Date	Closing Date	Regional Council Approval
County Transportation Commission (CTC) Partnership Program	$80,000,000	April 2023	May 2023	July 2023
Sub-Regional Partnership Program 2.0 (SRP 2.0)	$23,084,008	April 2023	June 2023	September 2022
Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ)	$5,000,000*	April 2023	June 2023	September 2023
PATH - Pilot Program: Housing Infill on Public and Private Lands (HIPP)	$8,835,000	May 2023	July 2023	October 2023
PATH - Notice of Funds Available: Funding for Lasting Affordability (NOFA)	$45,000,000	June 2023	July 2023	October 2023
PATH - Pilot Program: Regional Utilities Supporting Housing (RUSH)	$35,000,000	Summer 2023	Fall 2023	Early 2024

$2 million in Senate Bill 1 (SB1) funding

To promote the Calls for Applications, SCAG implemented various outreach activities, complemented by offering multiple forms of technical assistance to help facilitate the process for applicants. The programs were promoted through SCAG newsletters, targeted emails, and presentations to external meeting groups. Outreach included program-specific application workshops to review eligibility, application requirements, and scoring. Each program also offered office hours to provide one-on-one support to applicants.

The County Transportation Commission (CTC) Partnership Program
The CTC Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On April 12, 2023, SCAG released the CTC Partnership Program Call for Applications. Prior to closing the Call on May 9, 2023, SCAG held an application workshop and made office hours available to applicants. SCAG received a total of 37 projects totaling over $115 million. SCAG recommends funding 33 projects and is seeking approval of the recommended project award list from the RC. With the CTC Partnership Program, SCAG will fund a diverse set of transformative planning and implementation projects that expand access, increase mobility options, bring jobs and housing closer together, and achieve a more sustainable growth pattern across the region.

Programs to Accelerate Transformative Housing (PATH)

PATH supports strategies to accelerate infill development leading to increased housing supply, choice, and affordability while also reducing VMT. The PATH program includes three Calls for Applications, including the Housing Infill on Public and Private Lands (HIPP), Notice of Funds Available: Funding for Lasting Affordability (NOFA), and Regional Utilities Supporting Housing (RUSH).

On May 10, 2023, SCAG released the HIPP program, a competitive Call for Applications to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. The HIPP program has an estimated budget of $8 million and will accept applications through July 10, 2023. On June 7, 2023, SCAG released the NOFA for Lasting Affordability, a competitive Call for Applications to provide support for innovative housing finance, trust funds, catalyst funds, and new permanent funding sources. The NOFA for Lasting Affordability has an estimated budget of $45 million and will accept applications through July 31, 202. To support applicants, SCAG staff are available for regular office hours to respond to questions and discuss projects proposed throughout the application periods. For both NOFA and HIPP, SCAG staff hosted application workshops and posted the recording along with Q&A responses on the program webpage.

The Regional Utilities Supporting Housing (RUSH) program focuses on investments in utility infrastructure planning and capital improvements that will support jurisdictions in meeting the housing production goals. On Friday, April 28, SCAG hosted the Regional Utilities Supporting Housing (RUSH) Industry Forum, in partnership with PlaceWorks and the Urban Land Institute of Los Angeles (ULI/LA). The RUSH Industry Forum brought together thought leaders from Southern California and across the country for recommendations to implement the basic utility infrastructure needed for housing: water, wastewater, stormwater management and electricity. The outcomes of the RUSH Industry Forum will help guide the delivery of SCAG's RUSH grant program. The RUSH Call for Applications is expected to be released in late summer 2023.

Early Program Initiatives (EPIs)

The EPIs tie this work together by building capacity for planning innovation across the region through advancements in community engagement and partnerships, data driven decision making, and performance measurement and monitoring. The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) released the Call for Applications on April 12, 2023. The Call closed on June 5, 2023, and SCAG received 17 applications totaling $6.9 million. SCAG is currently evaluating applications and anticipates taking the recommended project list to the RC in September 2023. The Sub-Regional Partnership 2.0 (SRP 2.0) Call for Applications opened April 12 and closed May 31, 2021, with extensions granted to several subregional partners through June 30, 2023. SCAG is currently evaluating submitted applications to determine eligibility with REAP 2.0 objectives and will work closely with subregional partners on next steps. The SRP 2.0

Program is noncompetitive and makes $23 million available to sub-regional councils of governments for eligible activities supporting member cities and counties implementing housing element work plans.

Local agencies and eligible applicants are encouraged to review individual program guidelines and apply for SCAG's REAP 2.0 programs. Applications and program guidelines are available on SCAG's REAP 2.0 website.

NEXT STEPS:
In July, SCAG anticipates its full REAP 2.0 application will be approved by the State allowing staff to proceed with projects approved by the RC. Staff will provide regular updates to the RC and Policy Committees on the REAP 2.0 program and any changes to the grant budget will be processed through SCAG's budget amendment procedures.

FISCAL IMPACT:
The funding for this program has been included in the REAP 2.0 work plan. Funding is subject to REAP 2.0 funding approval from the California Department of Housing and Community Development.

ATTACHMENT(S):
1. PowerPoint Presentation - REAP 2.0 Program Update

REAP 2.0 PROGRAM UPDATE

July 2023

WWW.SCAG.CA.GOV

REAP 2.0 Schedule Updates

Action	Timeline
SCAG received preliminary staff level approval from HCD on the full application	June 11, 2023
SCAG MOU development	Mid-Late Summer 2023
Anticipated Standard Agreement (SA) approval	End of July
Anticipated State announcement of REAP 2.0 awards	End of July
Template MOUs ready	Fall 2023*

*Pending State Approval of Full SCAG Program

REAP 2.0 Call for Applications Schedule

Call for Applications	Funding Amount	Release Date	Closing Date	Regional Council Approval
County Transportation Commission (CTC) Partnership Program	$80,000,000	April 2023	May 9, 2023	July 2023
SRP 2	$23,084,008	April 2023	June 2023	September 2022
Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ)	$5,000,000*	April 2023	June 5, 2023	September 2023
HIPP Pilot (Housing Infill on Public and Private Lands)	$8,835,000	May 2023	July 10, 2023	October 2023
NOFA For Lasting Affordability	$45,000,000	June 2023	July 31, 2023	October 2023
RUSH Pilot (Regional Utilities Supporting Housing)	$35,000,000	Summer 2023	Fall 2023	Early 2024

*$3 million from SB1

THANK YOU!

For more information, please visit:

https://scag.ca.gov/reap2021

Hannah Brunelle
Brunelle@scag.ca.gov

To:	Community Economic & Human Development Committee (CEHD) Regional Council (RC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Ma'Ayn Johnson, Planning Supervisor (213) 236-1975, johnson@scag.ca.gov	*Kome Ajise*
Subject:	RHNA Reform Process Updates	

RECOMMENDED ACTION FOR CEHD:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
The California Department of Housing and Community Development (HCD) is currently developing recommendations to reform the Regional Housing Needs Assessment (RHNA) process, which they must submit to the State legislature by December 31, 2023. As part of this process, HCD convened an advisory group of invited experts, which included a SCAG staff representative, to gather feedback on reform. Concerns expressed by the CEHD Committee at its June 1, 2023 meeting were shared with the advisory group per the direction of the Committee.

As a complementary effort, SCAG developed a set of draft recommendations for public review and conducted a public outreach process between May 15 and June 30, 2023. Two public virtual listening sessions along with a brief online survey were held to collect additional input on the recommendations. Based on input received through June 30, SCAG staff will forward draft recommendations for review by the CEHD Committee for further approval by the Regional Council in August and September, respectively. The approved recommendations will be used to inform a comment letter to HCD on RHNA reform that will be submitted by early to mid-September.

BACKGROUND:

The Regional Housing Needs Assessment (RHNA) is a process to determine existing and projected housing need for every jurisdiction within the State of California. This housing need, also known as the RHNA allocation, covers an 8-year period and requires each jurisdiction, defined as cities and unincorporated counties, to plan for this need in their housing elements through an analysis of suitable sites and implementing various programs, including rezoning. The California Department of Housing and Community Development (HCD) provides every council of governments (COG), including SCAG, a regional RHNA determination and each COG is responsible for developing a methodology to distribute this regional need to individual jurisdictions. The 6th cycle RHNA regional determination for the SCAG region is 1,341,827 housing units across four income categories and covers the planning period October 2021 through October 2029.

Assembly Bill (AB) 101 (2019) and SB 197 (2022) require HCD, in collaboration with the Office of Planning and Research, to conduct RHNA reform and make recommendations to the legislature by December 31, 2023. However, its purview is restricted to Government Code Section 65584 through 65584.2, which concerns the RHNA process such as the regional determination, COG methodology, appeals process, and adoption of the final RHNA plan. Housing elements and zoning are in other sections of Government Code and thus not part of this current process.

HCD held an active statewide engagement effort from mid-March until early June 2023. Their efforts included an online survey that closed on May 12, a dedicated email inbox (CAHousingFuture2040@hcd.ca.gov), and a series of meetings with an invited advisory group of experts to provide feedback on various reform topics, also known as the Sounding Board (see following section). HCD has indicated that all comments must be submitted by mid-September, though at the time of this report a specific date has not been publicized. This information was presented at the April 6 and June 1, 2023 CEHD Committee meetings.

To complement HCD's efforts, SCAG is conducting its own RHNA reform engagement process, which will ultimately inform a comment letter that the agency will submit to HCD by mid-September. As part of its outreach, SCAG published online its draft RHNA reform recommendations, which includes various input from stakeholders and the public that was collected by staff in Summer 2022. Additionally, the public was encouraged to take a brief survey on the RHNA webpage focusing on general concepts for reform. Written comments could also be submitted to housing@scag.ca.gov.

In addition, SCAG held public listening sessions on June 22 and June 27, 2023 to collect input and feedback on its draft recommendations. The sessions were designed to engage stakeholders on their perspectives and the actions needed, such as legislative or SCAG and HCD administrative changes, to implement them. Over 60 individuals registered to participate in at least one session and participants represented a variety of stakeholder groups, including jurisdictions, housing advocates, and individual residents.

The input and feedback collected through June 30 will be reviewed and considered by staff. Staff will summarize the comments collected during SCAG's outreach process and will present the draft recommendations for action at a special CEHD meeting on August 16, 2023 and for approval at the September 7, 2023 Regional Council meeting. The approved recommendations will be used to inform a comment letter from SCAG to HCD on RHNA reform by early September.

Sounding Board
As part of its statewide engagement process, HCD convened a group of approximately 30 invited stakeholders, also known as the "Sounding Board", to advise and provide direct feedback on various concepts for RHNA reform. Stakeholders include representation from academia, the California Building Industry Association, California YIMBY, various COGs, and other industries and organizations. Ma'Ayn Johnson, Housing Department Manager, represented SCAG on the Sounding Board.

The meetings were held on May 3, May 15, May 31, and June 5, 2023. While the meetings were not open to the public, agendas were posted prior to the meetings along with supporting background materials. The full agendas and supporting materials are posted on HCD's RHNA reform webpage.

Below are topics of focus for each meeting:

Meeting	Date	Topic(s)
1	May 3	• Regional determination process • Factors used in determining regional housing need o Cost burden adjustments o Improving the jobs housing relationship o Use of comparable region for setting benchmarks o Accounting for unhoused populations
2	May 15	• Furthering the 5 statutory objectives of RHNA • Producing better affirmatively furthering fair housing (AFFH) outcomes • Review and use of RHNA methodology opportunity and constraint factors
3	May 31	• Housing and transportation planning alignment • Housing and climate change
4	June 5	• Process improvements • Overflow from previous meetings

Because the draft recommendations have not been reviewed and approved by the CEHD Committee and Regional Council, comments from the SCAG representative focused on simplifying the process, along with increasing transparency and using accurate sources. These concepts will

help SCAG conduct a 7th cycle RHNA process that maximizes participation and strengthens public trust in the process.

At its June 1, 2023 meeting the CEHD Committee expressed significant concern that HCD's process to develop its RHNA reform recommendations, along with other RHNA processes such as the regional determination, are not transparent. Criticisms included the fact that the Sounding Board meetings were not open to the public and the exclusion of resident groups from participation. The CEHD Committee directed the SCAG representative to share the Committee's concerns at the June 5 Sounding Board meeting. As part of the June 5 meeting discussion, the SCAG representative shared the CEHD Committee's comments, which were noted by HCD staff.

Next Steps

As noted above, staff will begin its review of submitted written and verbal comments on RHNA reform and begin to prepare a set of draft recommendations and report to the CEHD Committee as part of its special August 17, 2023 meeting. After review and action by the CEHD Committee, the recommendations will be reviewed by the Regional Council at its September 7 meeting for approval. Following approval, the final recommendations will be used to inform a comment letter that SCAG staff will submit to HCD by mid-September.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (290.4924.01 – Regional Housing Program).

AGENDA ITEM 15
REPORT

Southern California Association of Governments
July 6, 2023

To: Community Economic & Human Development Committee (CEHD)
Regional Council (RC)

From: Ma'Ayn Johnson, Planning Supervisor
(213) 236-1975, johnson@scag.ca.gov

Subject: REAP 1.0 Biannual Program Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR CEHD:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
Under the California 2019-20 Budget Act, SCAG was awarded $47 million in Regional Early Action Planning (REAP 1.0) funding to support local governments and stakeholders with planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle Regional Housing Needs Assessment (RHNA). The REAP 1.0 funding is a one-time planning program that authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing production. SCAG is administering the REAP funds through a combination of direct technical assistance (including housing element data components and policy assessments), subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions.

Staff is providing a bi-annual program status and update on the REAP 1.0 programs.

BACKGROUND:

Under the California 2019-20 Budget Act, SCAG was eligible for $47 million in REAP funding to support local governments and stakeholders with planning activities that accelerate housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA.

SCAG has framed the REAP funding into three umbrella categories:
1. Partnerships and Outreach
2. Regional Housing Policy Solutions
3. Sustainable Communities Strategies (SCS) Integration

This report provides an update on the current and future REAP program implementation activities, organized by each umbrella category, with an additional update on administrative actions related to program implementation.

The last update was presented to the CEHD Committee at its July 7, 2022 meeting and SCAG staff intends to continue providing program updates on a bi-annual basis. In addition, as the REAP funded programs begin to produce results and deliverables, staff will coordinate presentations to the CEHD committee on the impacts and lessons learned in the program.

REAP Program Administration
AB 101 originally required that all REAP 1.0 funds must be expended by December 31, 2023. SB 197, which was enacted on June 30, 2022 and immediately took effect, extended the REAP 1.0 expenditure deadline to December 31, 2024. To receive full reimbursement of REAP activities, SCAG must submit all of its processed invoices to HCD by June 30, 2024.

REAP Program Updates

1. Partnerships and Outreach
There are three programs within the Partnerships and Outreach category of SCAG's REAP funding.

1) Subregional Partnership Program

SCAG set aside approximately $24 million of its REAP housing funding for the Subregional Partnership Program (SRP) to fund subregional partnership planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction's 6th cycle RHNA. The

program is intended to augment resources available through locally received SB 2 and Local Early Action Planning (LEAP) grants and foster subregional collaborations to take advantage of economies of scale in meeting housing goals. The funding amount available for each subregional partner is based on the final RHNA allocation.

Over 70 SRP projects have kicked off and are well underway. Because completion timelines vary, SCAG staff will prepare a closeout report for each individual project. All SRP projects are projected to finish by early 2024 to meet the reimbursement deadlines for the REAP program.

SRP projects that are completed or are very close to completion include:

- City of Palmdale (North Los Angeles County) Digital Utility Data Inventory Tool -- a comprehensive utility data inventory and interactive online viewing tool to support the development of housing.
- Coachella Valley Association of Governments (CVAG) Affordable Housing Catalyst Fund Investment Plan – a housing action plan in partnership with Lift to Rise, a locally based nonprofit, to support the launch of an affordable housing catalyst fund for the local region.
- County of Los Angeles Parking Strategies to Increase Housing Production – a multi-part project that analyzes opportunities to increase housing production through parking strategies that will be implemented through a specific plan and countywide ordinance.

Over the next year, SCAG anticipates a large number of transformative projects to reach milestones and completion. Highlighted projects include:

- Orange County Council of Governments (OCCOG)/Gateway Cities Council of Governments (GCCOG)/VCOG Cross-regional Accessory Dwelling Unit (ADU) Communication Toolkit -- a multi-regional collaborative project to enable jurisdictions to educate the public about opportunities for ADU production and meet common goals.
- County of Imperial Colonias Housing Infrastructure Needs Assessment – an assessment of infrastructure needed and identification of funding opportunities to increase housing stock in the unincorporated Colonias of the County.
- San Bernardino Council of Governments (SBCOG) SB 1000 Environmental Justice Toolkit – a toolkit that provides local jurisdictions guidance regarding environmental justice in local land use planning.
- Westside Cities Council of Governments (WSCCOG) Westside Subregional Affordable Housing Funding Program – a program to establish a dedicated and ongoing revenue to accelerate housing production.

SCAG will continue to update the CEHD Committee on various SRP projects in upcoming biannual reports and publicize highlighted deliverables as they become available.

2) Call for Collaboration

In partnership with the California Community Foundation (CCF) and other philanthropic organizations, the Call for Collaboration program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

The Call for Collaboration grantee projects were all completed between December 2022 and June 2023. A technical assistance provider procured by CCF hosted seven 90-minute trainings to assist grantees on special topics, in addition to holding monthly check-in meetings with grantees. CCF and SCAG collectively conducted a thorough review of grantee deliverables. A presentation on the program was given to CEHD at their October 6, 2022, meeting. Currently SCAG staff and CCF are preparing final reporting requirements of the State.

3) Housing Policy Leadership Academy (HPLA)

SCAG procured a consultant team to develop and lead a housing leadership academy that aims to convene, educate, and engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation of housing. The objectives of this program are to educate and elevate local leadership to proactively contribute to accelerate housing production, develop regional pro-housing coalitions, better utilize housing funding opportunities, implement housing elements, and collaborate with SCAG's emerging housing program. Two subregional partners, San Fernando Valley Council of Governments and San Gabriel Valley Council of Governments, opted to use a portion of their SRP funds to sponsor their own HPLA cohort as part of their Subregional Partnership Program grant funding, for a total of 8 subregional cohorts.

The first HPLA session kicked off in February 2022. Over 275 individuals representing a variety of stakeholders, including planning commissioners, elected officials, non-profit leaders and service providers, completed the program in November and December 2022. The series concluded with 154 graduates, that prepared a culminating group research project and policy proposal. Some members indicated voluntarily continuing to work on the initiatives begun in class and will be seeking stakeholder support, local approvals, and funding to execute on the policy recommendations researched. Notable proposals with plans to move forward aim to re-zone a publicly owned courthouse parking lot in the San Fernando Valley for affordable housing, establish a Coachella Valley Community Land Trust, develop a limited equity housing cooperative in Santa Ana, and establish an overlay zone that would allow faith institutions to develop their land for affordable housing in Fullerton.

In addition to the trainings, the leadership academy program included four (4) region-wide convenings on core housing topics that started in November 2021 and concluded in November 2022, with attendance ranging up to 300 attendees for each forum. The last two Forums were held in partnership with the San Diego Association of Governments (SANDAG). National- and local-level speakers were featured and provided an overview of recent Federal and State housing legislation, along with other important housing topics such as homeownership. HPLA participants presented their policy proposals to the CEHD committee in February 2023.

2. *Regional Housing Policy Solutions*
There are three programs in the Regional Housing Policy Solutions category.

1) RHNA Methodology/Allocation

In Summer 2022, SCAG launched an effort to collect public input and develop recommendations to the State as part of the RHNA reform process required under AB101. While HCD has not yet made available its schedule or process for statewide RHNA reform, AB101 and the extension granted by SB 197 require that HCD make recommendations by December 31, 2023. Due to restrictions from HCD on using REAP 1.0 funding for RHNA reform, SCAG will limit its remaining RHNA work under REAP to creating a lessons learned and best practices document on the 6th cycle RHNA.

Using other funding sources, SCAG staff developed a set of draft recommendations for RHNA reform and held a public outreach process between May 15 and June 30 to collect feedback on the draft recommendations. After review of all verbal and written comments, staff will prepare proposed draft recommendations to the CEHD at a special meeting on August 16 and Regional Council on September 7 for approval. Subsequent to Regional Council approval, staff will prepare a comment letter based on the recommendations and submit it to HCD as part of their Statewide outreach process. A more detailed report on the RHNA reform process is included as a separate staff report in the CEHD Committee July 7, 2023 meeting agenda packet.

2) Data Tools and Technical Support for Housing Element Updates

In June 2022, SCAG launched a new program offering consultant grant writing assistance for housing-supportive opportunities for jurisdictions and Tribal Governments. The technical assistance provides technical assistance to recipients to ensure that the jurisdiction or Tribal Government meets application evaluation criteria for various grants offered by public agencies such as HCD. Four jurisdictions and two Tribal Governments have begun receiving technical assistance. One recipient of this program, the City of Needles, was awarded $445,000 from the Prohousing Incentive Pilot Program.

Space is still available for additional recipients and applications may be submitted. SCAG will continue to reach out to potential recipients until program funds are expended.

3) <u>Housing Policy Solutions Research</u>

Building upon prior internal research efforts which focus on housing policies and fiscal innovations, this work item was established to develop collaboratively funded university studies ("university partnerships") or other partnerships and engagements that provide research and recommendations on best practices that accelerate housing production. The key deliverables will consist of policy briefs and periodic white papers on timely topics and best practices. Five efforts are underway or completed for this program:

1. *Other to Residential:* The Other-to-Residential project considers the opportunities and barriers for conversion of underutilized non-residential sites to much-needed residential use in the SCAG region. The underutilized non-residential land uses include retail commercial uses, gas stations, brownfields, and golf courses. The final product, an Other-to-Residential Toolkit, showcases case studies and best practices in the conversion of non-residential land uses, and was completed in July 2022. In Spring 2023, the APA Los Angeles chapter awarded the Other-to-Residential Toolkit an Award of Excellence in the Best Practices category, which recognizes how innovative planning practices can create lasting communities of value.

2. *Housing Development Streamlining:* The Housing Development Streamlining Project will offer guidance documents, best practices, workshops, and other materials and resources to support local jurisdictions' efforts to streamline their CEQA and general administrative review processes. A total of 14 guidance documents were published covering a range of topics, including CEQA streamlining, exemptions, and other State laws. A total of four workshops were held to provide technical support on these topics. The dedicated webpage (https://scag.ca.gov/development-streamlining-efforts) includes presentations and recordings of the workshops and other materials. In late Summer/early Fall, the consultant will hold one on one office hours to provide additional technical assistance.

3. *Smart Permitting:* The City of Cerritos pilot program, as a part of the Future Communities Pilot Program (FCPP), continues making progress on their online permitting platform to accelerate housing production but has encountered some contractual and software-related delays. Following the migration of content, installation of critical modules, and launching the new platform, the platform experienced some technical difficulties with the software system which impacted the system's ability to efficiently process permits and continue with implementation and monitoring. The project timeline was extended again in response to the current challenges, and data findings, best practices, and regional replicability will now

be anticipated by Spring 2023. The project team has developed a series of immediate strategies to increase production support and explore alternative options for completing the final project tasks and improving upon the efficiency of the platform.

4. *Tax Increment Financing (TIF):* An expansion of SCAG's TIF pilot program, this project will provide technical assistance to advance establishment of innovative self-help financing districts for local jurisdictions that can accelerate housing production, including Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), Neighborhood Infill Finance and Transit Improvements Districts (NIFTIs/NIFTI-2s), and Affordable Housing Authorities (AHAs). The project will complete studies for the County of Imperial and City of Barstow incorporating best practices for district establishment and infrastructure financing and will have a specific focus on implementing housing supportive infrastructure and expanding housing supply. Scheduled to complete by the end of 2023, the project will produce a tax increment funding model, general fund fiscal impact model, and refined lists of infrastructure projects that will be implementable for the two jurisdictions participating.

5. *Preservation Strategy:* The purpose of this program is to develop a series of recommendations for a comprehensive preservation program focused on both current affordable housing with expiring covenants as well as naturally occurring affordable housing (NOAH) at risk of converting to market rate. Preservation of expiring covenants and NOAH is a critical component of a robust Affirmatively Furthering Fair Housing program as it is a powerful anti-displacement strategy. The project kicked off in September 2022 and work is currently underway. The Preservation Advisory Committee has convened three times over the last few months and has two remaining meetings over the next few months. As part of the project, the consultant has produced a series of deliverables including a draft cost-benefit analysis tool that is currently under review.

3. ***Sustainable Communities Strategies Integration***
There are three programs in the SCS Strategies Integration category.

1) <u>2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)</u>

This program (https://scag.ca.gov/sustainable-communities-program) was designed to provide resources and direct technical assistance to jurisdictions to complete local planning efforts that both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy (SCS) of Connect SoCal. There are three eligible categories for this program including: (1) implementing ADU programs; (2) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts; and (3) streamlining housing permitting, parking reduction strategies, housing-related specific plans and

other pro-housing policies. Staff assembled the 26 applications received into 12 project bundles based on similar project outcomes and deliverables.

Over the next year, SCAG anticipates completion of the bundles. Highlighted projects include:

- HSD 1-B: This bundle is a technical assistance project that supports the development of ADU policies and programs for the cities of Buena Park, Garden Grove, Paramount, and Santa Fe Springs. A primary objective of this project is to facilitate additional ADU production in these four cities and have them serve as models for other jurisdictions in the SCAG region The project has already produced an online cost calculator for residents and local ADU builders and a host of technical reports that aim to better inform local staff and officials of the ADU landscape in their cities. Upcoming key deliverables include a user-friendly ADU handbook and pre-reviewed ADU standard design plans. The contract is currently expected to complete by November 2023.

- HSD 1-C: This bundle is a technical assistance project for the City of Compton that is focused on the development of pre-reviewed ADU standard plans and public engagement. A SCAG-procured consultant team is currently working with the city on developing five sets of plans for different ADU typologies that can be tailored to a common lot configuration within the City of Compton. The intent is to facilitate additional ADU construction by offering local homeowners and ADU builders a pre-reviewed design that would make the permitting process more streamlined and ultimately more cost effective. The contract is currently expected to be complete by November 2023.

- Heart of Hollywood Enhanced Infrastructure Financing District (EIFD): This project is nearing completion with the final deliverables being submitted to the City of Los Angeles, including a City Council motion to form an EIFD.

2) Transit Oriented Development Work Program

LA Metro Partnership: SCAG and Metro created a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership to fund a three-part program that promotes housing production near transit stations. Each part aims to accelerate the delivery of housing and will include evaluating station access, parking strategies, joint development strategies, housing supportive community outreach and industry forums. The goal of the partnership is to plan for nearly 10,000 units of housing on transit-adjacent properties. A Joint Development Acceleration Plan has been completed, along with a Metro Housing Dashboard. SCAG staff is working closely with Metro to in the development of additional deliverables including a Consolidated Parking Strategy, a Neighborhood Area Median Income methodology, and community outreach and education materials.

Metrolink TOD Study: SCAG and SCRRA are partnering through an MOU to identify and encourage transit-oriented housing and redevelopment opportunities throughout Metrolink's network and around its stations. Particular emphasis is being made to support and add value to the Metrolink Southern California Optimized Rail Expansion (SCORE) capital improvement and service enhancement program. Local cities and county transportation commissions are being included to maximize coordination on issues such as alignment of land development policies and regulations, land ownership and site control opportunities of transit station areas and supporting facilities. This effort includes preparing a station area land-use analysis for the Metrolink station areas that will be included in the 2024 Connect SoCal Sustainable Communities Strategy (SCS).

A list of sixteen (16) potential stations based on development opportunities and equity and displacement was developed and from that list additional screening resulted in nine (9) stations to move forward with in April 2023. A real estate analysis and strategy on how to incorporate TOD will be conducted on these selected station areas. A stakeholder engagement plan and project kick-off meeting for each station area have been completed as of May 2023. Individual station area work plans are now being developed. The TOD station analysis and strategy is only being conducted for station areas where jurisdictions had expressed interest in participation.

3) Priority Growth Area (PGA) Analysis

SCAG has pursued partnerships to further next steps on housing supportive land use analyses and strategy development in PGAs. Staff have focused on partnerships that leverage existing programs and efforts, with an emphasis on the State-funded Transformative Climate Communities (TCC) areas. SCAG has selected two cities, Pomona and Riverside, to partner with in pursuing additional analysis and feasibility studies in connection with their existing TCC grant funds.

The partnership with the City of Pomona will develop a housing land use suitability and infrastructure study to analyze the potential for development of affordable housing on City-owned parcels in the downtown area. The project kicked off in July 2022. The consultant has completed significant public outreach and site visits and is conducting technical studies and analysis. The project is scheduled for completion by Fall 2023. Ongoing public outreach, working sessions and presentation with city councils and planning commission and other decision making groups. A draft analysis has been prepared and is under review.

The partnership with the City of Riverside originally focused on an infrastructure plan in its identified TCC area. However, after two unsuccessful procurements, SCAG and city staff modified the scope to provide contracted planners to review and expedite housing applications within the original plan area. While a third procurement with a revised scope was unsuccessful, a fourth

procurement resulted in the selection of a consultant. At this time, the project is waiting for the City Council to approve the MOU after which the project will begin.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (22-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).

ATTACHMENT(S):
1. PowerPoint Presentation - REAP Biannual CEHD July 2023

SCAG's Regional Early Action Plan (REAP)
Biannual Program Update

Ma'Ayn Johnson, AICP

Manager of Housing

July 7, 2023

WWW.SCAG.CA.GOV

Grant Administration

- Total award amount: $47M

- Goal and purpose: To increase housing supply and accelerate housing production

- REAP 1.0 Deadline Extension SB 197, July 2022
  - HCD expenditure due date December 2024
  - SCAG invoices must be submitted to HCD by mid-2024
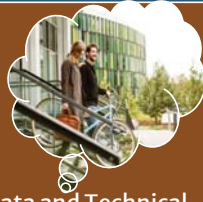 - Updated MOUs and contracts, as needed

REAP Program Areas

Partnerships & Outreach

- Subregional Partnership Program
- Call for Collaboration
- Housing Leadership Academy

Regional Housing Policy Solutions

- Data and Technical Support for Housing Element Updates
- Grant writing technical assistance
- Housing Policy Solutions Research

Sustainable Communities Strategies (SCS) Integration

- Sustainable Communities Program
- Transit Oriented Development Work Program
- Priority Growth Area (PGA) Analysis and Data Tools

Other

- RHNA Methodology/ Allocation
- Administration

Subregional Partnership Program

$24.7M Program

15 subregional partners

Over 70 individual projects across the region

Completed projects include

- City of Palmdale Digital Utility Data Inventory Tool
- County of Los Angeles Parking Strategies to Increase Housing Production
- CVAG Affordable Housing Catalyst Fund Investment Plan

Upcoming projects include

- OCCOG/Gateway Cites COG/VCOG Cross-regional ADU Communication Toolkit
- County of Imperial Colonias Housing Infrastructure Needs Assessment
- San Bernardino COG SB 1000 Environmental Justice Toolkit
- Westside Cities COG Subregional Affordabble Housing Funding Program

REAP Partnership & Outreach Programs

Call for Collaboration

- 15 awards to non-profit and community-based organizations, totaling $1.25 million
- All projects completed in Spring 2023

Leadership Academy

- Last of 10 sessions held in November 2022
- Almost 200 individuals completed the program and presented on a policy proposal
- Forum #3 and #4 held in August and November 2022
- Full closeout in early 2023

Regional Housing Policy Solutions

RHNA Methodology/Allocation
- RHNA reform will continue under a different funding source in 2023

Housing Element Update Data & Technical Assistance
- Online permitting portal platform with the City of Cerritos: Regional replicability and best practices
- Grant writing technical assistance: Four jurisdictions and 2 Tribal Governments are receiving TA, spots still open

Housing Policy Research
- Other to residential project: StoryMap published in early 2023, received APA Los Angeles award in Spring 2023
- Development streamlining resources and training: Fourteen guidance documents published, workshops completed, one-on-one meetings scheduled for late Summer/early Fall 2023
- Tax Increment Financing strategies: Public workshops in Summer 2023
- Housing Preservation Strategy: Three convenings held with two remaining meetings

2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

- $5M in funding approved for 26 projects
- Completion of bundles by end of 2023

Upcoming highlights

- ADU bundle 1-B: Technical assistance, user-friendly handbook, pre-reviewed standard design plans

- ADU bundle 1-C: Pre-reviewed standard plans and public engagement

- EIFD bundle: Intent to form EIFDs in City of Los Angeles

Program/Bundle Types

Advancing accessory dwelling unit (ADU) implementation

Housing sustainability districts, workforce housing opportunity zones, and housing supportive tax increment financing districts

Objective development standards for streamlined housing, pro-housing designation program, and parking innovation

7

Transit Oriented Development Work Program

Partnership with LA Metro

- **Completion of Join Development Acceleration Plan**

- **Metro Housing Dashboard**

Housing production near transit stations

Partnership with SCRRA (Metrolink)

- **Nine stations selected to participate in real estate analysis and strategy**

- **Completely optional participation**

8

Priority Growth Area (PGA) Analysis and Data Tools

- Connection to Transformative Climate Communities (TCC)
  - *Pomona TCC*
    - Significant public outreach and site visits, technical studies and analysis completed
    - Draft analysis prepared and under review
    - Scheduled for completed in Fall 2023
  - *Riverside TCC*
    - Rescope of project to review and expedite housing applications within original plan area
    - Consultant selected
    - Project will kick off after City Council approval of MOU in mid-July
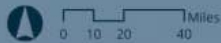
THANK YOU!

For more information, please visit:

www.scag.ca.gov/housing

Southern California Association of Governments
July 6, 2023

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

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

Subject: Draft Connect SoCal 2024 Performance Measures

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC AND RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
Monitoring the performance of regional investments and strategies has long been employed by SCAG for evaluating progress being made toward meeting the regional goals outlined in the Regional Transportation Plan (RTP) and to assess the overall efficiency of the plan toward achieving those goals over time. The recent development of new data resources and emergence of new technologies, along with the establishment of federal performance-based transportation assessment and reporting requirements, has elevated performance monitoring in the regional planning process to an even greater significance.

In response to these changing circumstances, the performance monitoring program to support the development and implementation of Connect SoCal 2024 will feature some revisions from how the process has been conducted in previous Plan cycles, while maintaining its foundational purpose of serving as a compass to guide achievement of the regional vision promoted by Connect SoCal. The Connect SoCal 2024 performance monitoring program will also integrate federal transportation system performance management and Environmental Justice measures, as well as metrics specific to federal transportation conformity reporting requirements. Regional

greenhouse gas (GHG) emissions reduction targets established by the California Air Resources Board (ARB) are also monitored through the SCAG regional performance assessment program.

With each new RTP/SCS cycle, SCAG re-evaluates the region's planning priorities and objectives for the next 20 to 25 years and identifies a corresponding set of regional performance goals to guide development of the new plan. In support of Connect SoCal 2024, SCAG opted to reduce the number of overall goals to focus on four high-level regional priority areas, including Mobility, Communities, Environment, and Economy. The four plan goals are intentionally general in nature and the Connect SoCal performance metrics are designed to be supportive of the regional goals, with many of the measures aligning to multiple goals.

BACKGROUND:
CONNECT SOCAL 2024 PERFORMANCE MONITORING
The Connect SoCal 2024 performance measures are the result of an extensive process of engagement and outreach conducted through the various Connect SoCal working groups. Performance monitoring is a foundational element of the RTP/SCS and must be informed by various perspectives and expertise offered through the working groups, regional partners, and subject matter experts. The Connect SoCal performance monitoring program includes two primary elements, including the assessment of plan performance based on a 'build' vs 'no-build' scenario performance assessment; and the ongoing monitoring of regional performance over time. Connect SoCal also includes an extensive equity analysis (previously the environmental justice analysis) which is supported by an additional set of performance measures that are used in the plan assessment process. This report will be limited to a presentation of the modeled Connect SoCal plan performance assessment measures and the on-going regional monitoring measures.

CONNECT SOCAL 2024 GOALS
The Connect SoCal performance measures are organized around the four high-level regional goals that guide development of the plan. The four Connect SoCal 2024 goals include 'Mobility', 'Communities', 'Environment', and 'Economy' and are presented in Attachment 1 of this report. Each of the measures established for the plan performance assessment and the on-going regional performance monitoring programs are correlated with at least one of the plan goals, as indicated in the second column of the tables provided in Attachment 2 (Draft Connect SoCal 2024 Performance Assessment Measures) and Attachment 3 (Draft Connect SoCal 2024 On-Going Performance Monitoring Measures). The measures are intended as specific, quantifiable metrics to assess progress that has been, or may be, achieved through implementation of the Connect SoCal relative to the plan goals. For purposes of simplicity and presentational clarity, each of the performance measures are linked to only one of the four plan goals. However, many of the performance metrics serve multiple goals.

Connect SoCal Goal 1: Mobility

The Connect SoCal 'Mobility' goal supports the SCAG objective for building and maintaining a robust multimodal regional transportation network. The 'Mobility' goal is supportive of regional investments focused on the development, maintenance, and operation of transportation infrastructure that is well coordinated, resilient, and improves safety and air quality. Achievement of regional mobility objectives would ensure that reliable, accessible, affordable, and sustainable travel options are readily available to everyone, while enhancing equity in access to high-quality multimodal transportation investments and benefits.

The plan assessment performance measures associated with the Connect SoCal 'Mobility' goal include average travel time; access to regional job centers and to other major destinations; average trip distance; travel mode share; person hours of delay and truck delay by facility type; person delay per capita; transit boardings per capita; and travel time distribution by mode. On-going regional performance monitoring 'Mobility' measures include average travel time; work trip mode share; transit boardings and seat utilization; active transportation mode share; National Highway System (NHS) travel time reliability; peak hour excessive delay; NHS pavement and bridge condition; highway and transit system safety; and transit asset management.

Connect SoCal Goal 2: Communities

The Connect SoCal 2024 'Communities' goal promotes the development of connected and sustainable communities that are livable and thriving. The SCAG region includes a wide diversity of communities in urban, suburban, and rural settings with different needs and priorities relative to mobility, housing, and accessibility. However, all communities are strengthened through increasing transportation mode options, reducing travel distances, and providing affordable housing opportunities.

The plan assessment performance measures directly supportive of the 'Communities' goal include the share of regional household growth occurring within designated Priority Development Areas (PDAs); accessibility to parks; share of trips that are less than three miles; public health incidence and costs attributable to physical activity and air pollution. On-going regional performance monitoring 'Communities' measures include share of households near high volume roadways; housing cost burden; share of regional housing vulnerable to environmental impacts; Accessory Dwelling Unit (ADU) development; and percent of residents within a one-half mile walk to open space.

Connect SoCal Goal 3: Environment

The Connect SoCal 2024 'Environment' goal seeks to ensure that the SCAG region remains an environmentally sustainable place to sustain a healthful lifestyle for today's residents and for those of the future. A sustainable environment promotes development of communities that are resilient, and able to effectively mitigate, adapt to, and respond to environmental stressors and disruptions, including climate change. Connect SoCal environmental policies seek to improve the integration and

coordination of regional land use and transportation planning activities to improve regional air quality, reduce greenhouse gas emissions, enable more sustainable use of energy and water, and conserve the unique natural resources of the SCAG region.

The plan assessment measures most directly associated with the Connect SoCal 'Environment' goal include vehicle miles traveled (VMT) per capita; greenhouse gas emission reductions; acreage of greenfield and rural lands converted to urban use; share of Williamson Act acreage impacted by urbanization; criteria air pollutant emissions; and energy and water consumption. On-going performance monitoring measures supportive of the 'Environment' goal include VMT per capita; share of residents in climate risk areas; urban heat island reduction strategies; air quality by air basin; and habitat connectivity and nature-based mitigation programs.

Connect SoCal Goal 4: Economy
The Connect SoCal 'Economy' goal promotes development of a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents. Connect SoCal 2024 advances this objective through a variety of policy priorities including the provision of a resilient and efficient goods movement system that supports economic vitality, clean air attainment, and quality of life for communities in the SCAG region. Two specific outcomes relative to the development of a sustainable and productive economic environment include development of new employment opportunities, specifically those generated directly by Connect SoCal transportation system investments. The Connect SoCal comprehensive program of projects and policies will also generate new employment opportunities indirectly by creating the foundation for the improved economic competitiveness of the SCAG region within the global economy.

Plan assessment performance measures supportive of the 'Economy' goal include the number of new jobs added to the regional economy directly and indirectly due to Connect SoCal 2024 transportation system improvements; the investment benefit/cost ratio, which is a calculated ratio of monetized regional benefits provided through the Connect SoCal program of projects relative to the total cost of the plan's transportation system investments; and the share of regional employment growth occurring within designated PDAs. On-going regional monitoring 'Economy' measures include the share of Interstate mileage that provide reliable truck travel times; total number of regional jobs; and the regional unemployment rate.

PLAN PERFORMANCE ASSESSMENT MEASURES
The performance assessment process for Connect SoCal 2024 provides a means for determining how well the comprehensive program of investments and strategies featured in the regional plan may be expected to perform relative to the overall goals identified in Connect SoCal. To quantify this assessment process, a set of quantitative metrics are established to evaluate plan performance under several standard sets of planning assumptions. These assumptions are input into SCAG models to project future (2050) regional performance relative to each modeled scenario. The

scenarios are assessed based on performance observed in a comparative 'Base Year', which represents existing regional conditions at the time the current Plan was adopted. For Connect SoCal 2024, the Base Year will be 2019 since that was the most recent year for which observed regional performance data was available when Connect SoCal 2020 was adopted in April 2020.

The first set of modeling assumptions, referred to as the 'Baseline' projection, forecasts regional conditions as would be expected in the year 2050 if the transportation system investments included in Connect SoCal 2024 are not implemented. Since it assumes the continuation of existing conditions without the intervention of 2024 Plan investments, the 'Baseline' projection may also be referred to as the 'No-Build' scenario. A third set of regional planning parameters are modeled to generate the 'Plan' scenario, which projects regional conditions in 2050 with the assumption that the program of regional multimodal transportation system improvement projects and strategies identified in Connect SoCal 2024 are fully implemented.

The expectation in this process is that the 'Plan' forecast will produce results that trend toward achievement of the plan's goals relative to the 'Base Year' (2019) and will present significantly better results than those forecast for the 'Baseline', reflecting the effectiveness of Connect SoCal 2024 programs and investments in making progress toward the regional goals. The draft list of performance measures to be used to assess performance of Connect SoCal 2024 is provided in Attachment 1 of this report.

ON-GOING REGIONAL PERFORMANCE MONITORING

In addition to the performance measures used to forecast performance of the Plan under various sets of modeled regional planning assumptions, SCAG also develops a separate, complementary, set of performance metrics to monitor and quantify progress being made over time toward achieving the regional goals identified in Connect SoCal 2024. The monitoring of regional performance trends over time is key to understanding which projects, programs, and strategies are proving successful in meeting specific regional goals and which ones may require modification or reconsideration. Ultimately, progress toward achieving SCAG's regional objectives is made through implementation of the Plan at the local level. The development of a carefully calibrated on-going monitoring program serves to guide and support future regional and local planning efforts and investment options. The draft list of on-going regional performance measures is featured in Attachment 2 to this report.

REGULATORY COMPLIANCE

The draft Connect SoCal 2024 performance monitoring program also takes into full account federal and state performance objectives and requirements including the following elements:

Transportation Air Quality Conformity

The Connect SoCal plan evaluation process includes measures specific to the federally mandated regional transportation conformity analysis to ensure that the Plan is consistent with, or 'conforms' to, the goals and objectives of the applicable air quality implementation plans for meeting National Ambient Air Quality Standards (NAAQS) in the SCAG region. These air quality measures are used to demonstrate that implementation of the Plan will not create any new violations of federal air quality standards, worsen existing violations, or delay timely attainment of federal air quality standards.

Federal Transportation Performance Management
Through federal transportation authorization legislation and subsequent rulemaking, transportation system performance management became a national program. While the federal performance monitoring and reporting process is focused primarily on highway system performance and is distinct from the regionally focused process used to evaluate and monitor Connect SoCal, SCAG has integrated the federal performance measures into the Plan's on-going regional performance monitoring program. In addition, SCAG is required to incorporate, within each update of the regional RTP/SCS, a report presenting the federal transportation management measures, the associated performance targets established for the SCAG region, and a description of progress that has been made over time toward achieving the regional targets.

Equity Analysis
An essential element of the equity focus of Connect SoCal 2024 is the conduct of a comprehensive equity analysis in the performance assessment of the Plan. The Connect SoCal performance evaluation process includes an extensive equity analysis, featuring a distinct set of performance measures specific to regional social equity considerations. The Connect SoCal equity performance measures seek to identify any potential disparate impacts or burdens the plan may impose on historically marginalized communities and communities most susceptible to equity impacts in the SCAG region.

Connect SoCal 2024 integrates the concept of equity throughout its development and within its content. Focusing on equity as a core value to be integrated within the fabric of Connect SoCal 2024 will produce a Plan informed by many voices, ensuring the vision to which it aspires truly represents the diversity that defines the SCAG region. While many of the proposed Connect SoCal 2024 performance measures described in this report are relevant to regional equity, the metrics defined specifically for the plan's comprehensive equity analysis are not included within the scope of this report.

Regional Greenhouse Gas (GHG) Emission Reduction Targets
In addition to ensuring full compliance with the federal requirements described above, SCAG is also required to meet state requirements for meeting regional GHG emission reduction targets. Specifically, SCAG is required to demonstrate that the adopted Connect SoCal, once implemented,

would achieve the 2035 regional GHG emission reduction target established by the California Air Resources Board (ARB). For the SCAG region, ARB set a target of a 19 percent reduction in per capita GHG emissions by 2035, relative to GHG emission levels recorded in 2005.

CONNECT SOCAL 2024 PERFORMANCE MEASURES OUTREACH
The performance measures developed in support of Connect SoCal 2024 presented in this report are the result of an extensive process of engagement and outreach conducted through the various Connect SoCal Regional Planning Working Groups, Technical Working Group, and SCAG interdepartmental coordination. The performance measures were also informed by stakeholder feedback provided through the SCAG Local Data Exchange (LDX) survey and by comments received during the various public outreach events held in support of Connect SoCal.

The survey results indicated that availability of affordable housing, viable transportation options to single occupancy vehicle travel, and climate change are three of the highest priority issues facing the SCAG region. Regarding housing, when presented with seven options, nearly 70 percent of survey respondents selected availability of affordable housing as one of the most important equity issues in the region. The need for more and better travel alternatives to the single passenger motor vehicle is highlighted with more than 30 percent of respondents reporting that they did not have access to reliable and convenient travel options, and 64 percent indicating that they would use public transit if they lived near a transit station. The importance for developing an effective response to the challenges presented by climate change is affirmed with 89 percent of survey respondents indicating that resilience to extreme weather events is an important priority for the region. The Connect SoCal 2024 performance monitoring program has been equipped to better respond to these challenges through greater focus on measures related to housing, accessibility, and resilience.

A series of four polls were administered at the Connect SoCal 2024 public outreach events, with participants asked to select their top three choices among six or seven options presented. For the first poll, participants were asked to select the best solutions for improving their community. By a wide margin, affordable housing was the top selection at all of the outreach events, with about 95 percent of participants selecting that option among their top three choices. The availability of good job opportunities near home was the second most popular selection (79 percent) followed by the availability of parks and open space (76 percent). The second poll asked what type of transportation improvements would most benefit the travel experience in their community in the year 2050. Reposes for this question were more diverse, with high quality transit service being the top response at 73 percent, followed by the provision of more bicycle and pedestrian accessible destinations and route improvements. The third poll asked respondents to select their top three choices for reducing the impact of climate change over the next five years. Two options were selected by a significant majority of participants, including the conservation of natural lands and open space (67.5 percent), and transit accessible jobs and housing (63.5 percent). The fourth poll

question asked respondents to select their top three options for reducing regional risk of climate-related hazards over the next five years. With the most prevalent selection was to avoid new development in areas that are at high risk of wildfire, sea level rise, and flooding, with 83 percent of participants selecting that option. Protection of natural lands (65.5 percent) and reducing the impact of the urban heat island effect (52 percent) were the second and third most frequently selected options.

The Connect SoCal performance monitoring framework represents the full range of regional planning policy priorities as informed through the various outreach efforts. The performance measures presented in this report will serve to guide the assessment of Connect SoCal 2024 and the on-going monitoring of regional performance over time. The proposed measures are being presented in draft form in this report, and staff are seeking the input, feedback, and counsel of this Committee as development of Connect SoCal 2024 continues to move forward.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 23/24 Overall Work Program (310.4874.04: Connect SoCal Performance Measurement & Monitoring).

ATTACHMENT(S):
1. Connect SoCal 2024 Goals
2. Connect SoCal 2024 Plan Performance Measures
3. Connect SoCal 2024 On-going Performance Monitoring Measures
4. PowerPoint Presentation - Connect SoCal 2024 Performance Measures

Connect SoCal 2024 Goals

Goal	Vision	Objectives
Mobility	Build and maintain a robust transportation network.	Support investments and programs that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality.
		Ensure reliable, accessible, affordable, and quality travel options while striving to enhance equity in transportation resources offered in underserved communities.
		Plan for people of all ages, abilities, and backgrounds.
Communities	Develop, connect, and sustain communities that are livable and thriving.	Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
		Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
		Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.
Environment	Create a healthy region for the people of today and tomorrow.	Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
		Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions, and enable more sustainable use of energy and water.
		Conserve and restore the region's natural and agricultural resources.
Economy	Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.	Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and foster the growth of small business in underserved communities.
		Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.
		Improve regional multimodal transportation system infrastructure and efficiency to enhance the region's global economic competitiveness.

Connect SoCal 2024 Plan Assessment Performance Measures

Performance Measure	Connect SoCal Goal	Description
Access to Jobs	Mobility	Share of regional employment centers accessible during peak travel periods.
Major Destination Accessibility	Mobility	Share of major destinations accessible within 30 minutes by automobile or 45 minutes by transit.
Average Trip Distance	Mobility	Average distance traveled for work & for all trips, including trip lengths ten miles or less & 25 miles or less.
Travel Mode Share	Mobility	Share of total work trips & all trips by travel mode: auto, transit, non-motorized, & other.
Person Hours of Delay by Facility Type	Mobility	Excess travel time resulting from the difference between a reference speed & actual speed (mixed flow, HOV, & arterials).
Person-Delay per capita	Mobility	Daily amount of delay experienced per capita due to traffic congestion.
Truck Delay by Facility Type	Mobility	Excess heavy duty truck travel time based on difference between reference speed & actual speed (highways/arterials).
Average Travel Time	Mobility	Average travel time by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV). walk, bike, & transit.
Travel Time Distribution by Mode	Mobility	Travel time distribution by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), & transit.
Transit Boardings per capita	Mobility	Number of annual transit boardings per capita.
Percent of Trips Less than 3 Miles	Communities	Share of work & non-work trips less than 3 miles in length.
Share of Household Growth in PDAs	Communities	Percent of total regional households located within Priority Development Areas (PDAs).
Physical Activity-Related Public Health Incidence & Costs	Communities	Public health incidences & costs related to lack of physical activity.
Air Pollution-Related Public Health Incidence & Costs	Communities	Public health incidences & costs related to air pollution.
Park Accessibility	Communities	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit.
Vehicle Miles Traveled (VMT) per capita	Environment	Daily vehicle miles traveled (VMT) per capita.
Greenhouse Gas (GHG) Emissions	Environment	Percent reduction in GHG emissions per capita (from 2005 levels).
Land Conversion to Urban Purposes	Environment	Total square miles of greenfield & rural lands converted to urban use.
Criteria Air Pollutant Emissions	Environment	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day).
Energy Consumption	Environment	Energy (electricity, natural gas, vehicle fuel) consumption per capita.
Water Consumption	Environment	Urban water consumption per capita.
New Jobs Due to Transportation System Investments	Economy	Number of new jobs added to regional economy directly related to plan transportation system investments.
New Jobs Due to Improved Economic Competitiveness	Economy	Number of new jobs added to the regional economy due to improved transportation system conditions.
Share of Employment Growth in PDAs	Economy	Percent of total regional employment growth occurring within Priority Development Areas (PDAs).
Transportation System Investment Benefit/Cost Ratio	Economy	Ratio of monetized user & social benefits to transportation system investment costs.

Connect SoCal 2024 On-Going Monitoring Performance Measures

Performance Measure	Connect SoCal Goal	Description
Average Travel Time	Mobility	Average travel time for work & non-work trips by travel mode (SOV, HOV, walk, bike, & transit).
Commute Travel Mode Share	Mobility	Percentage of total work trips by travel mode (SOV, HOV, active transportation, transit, & work from home).
Percent of Reliable Person-Miles Traveled on the NHS	Mobility	Share of total person miles traveled on NHS roadways (Interstate & non-interstate) that produce dependable travel times as compared to expected travel times.
Active Transportation Mode Share	Mobility	Share of trips that use bicycle or pedestrian travel mode.
Annual Hours of Peak Hour Excessive Delay per capita	Mobility	Total annual hours of delay experienced per capita during peak travel periods.
Managed Lanes Utilization	Mobility	High-occupancy toll (HOT) & high occupancy vehicle (HOV) lane utilization.
Local Roads Pavement Condition	Mobility	Local roads pavement condition.
National Highway System (NHS) Bridge Condition	Mobility	Share of total regional NHS bridge deck area in 'Good' & in 'Poor' condition
National Highway System (NHS) Pavement Condition	Mobility	Share of total regional NHS pavement lane miles in 'Good' & in 'Poor' condition.
Number & Rate of Collision-Related Fatalities	Mobility	Total annual number & rate of motor vehicle collision-related fatalities.
Number & Rate of Collision-Related Serious Injuries	Mobility	Total annual number & rate of motor vehicle collision-related serious injuries.
Number of Active Transportation Fatalities & Serious Injuries	Mobility	Total annual number of collision-related bicycle & pedestrian fatalities & serious injuries.
Transit Equipment, Rolling Stock, Infrastructure, & Facility Condition	Mobility	Assessment of regional transit system equipment, rolling stock, infrastructure, & facility condition.
Transit Boardings per Capita	Mobility	Number of annual transit boardings per capita.
Transit Seat Utilization	Mobility	Transit seat capacity utilization during peak demand hour (available seats for all transit types).
Number of Transit System Fatalities, Injuries, Safety Events, & System Reliability	Mobility	Total annual number of transit system fatalities, injuries, & safety events.
Accessory Dwelling Unit (ADU) Development	Communities	Number of ADU units developed within Priority Development Areas (PDAs).
Housing Cost Burden	Communities	Share of median household income expended on housing costs.
Housing Vulnerable to Environmental Impacts	Communities	Percent of housing units constructed in environmental hazard areas (including wildland-urban interface areas).
Asthma Exacerbation	Communities	Share of population already diagnosed with asthma who had asthma related emergency room visit in previous year.
Asthma Incidence	Communities	Share of population in the region who were ever diagnosed with asthma.
Percent of Residents within 1/2 mile Walk to Open Space	Communities	Share of residents living within 1/2 mile walk to parks or open space.
Number of Park Acres per 1,000 Residents	Communities	Number of acres of parks (local, regional, & beach parks) for every 1,000 residents.
Households Located Near High-Volume Roadways	Communities	Share of households located within 500 feet of a freeway or other high-volume roadway.

Connect SoCal 2024 On-Going Monitoring Performance Measures

Performance Measure	Connect SoCal Goal	Description
Vehicle Miles Traveled (VMT) per capita	Environment	Annual VMT generated per capita in the SCAG region.
Percent of Population in Climate Risk Areas	Environment	Share of regional population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas.
Urban Heat Island reduction strategies	Environment	Strategies implemented to reduce urban heat island impacts through development of urban tree canopy.
Air Quality by Air Basin	Environment	Existing air quality condition in the various SCAG region air basins.
Habitat connectivity investments	Environment	Total value of regional investments to enhance habitat connectivity & safety.
Nature-based mitigation programs	Environment	Number of regional nature adaptation strategies & programs.
Williamson Act contract acres impacted	Environment	Percent of Williamson Act contract acreage impacted by urban growth or transportation projects.
Unemployment Rate	Economy	Percentage of labor force not employed.
Employment	Economy	Total number of regional jobs.
Percent of Interstate System Mileage Providing Reliable Truck Travel Time	Economy	Share of total Interstate mileage that produce dependable truck travel times as compared to expected travel times.

Connect SoCal 2024
Draft Performance Measures

Mike Gainor, Senior Regional Planner
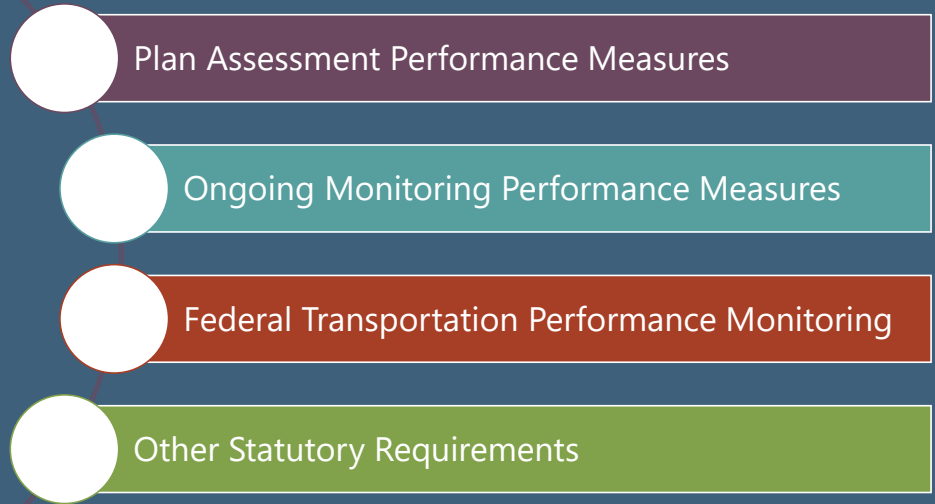Thursday, July 6, 2023

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Connect SoCal 2024 Goals

Connect SoCal is guided by four foundational regional goals as we move toward 2050:

Goal	Vision
Mobility	Build and maintain a robust transportation network.
Communities	Develop, connect, and sustain communities that are livable and thriving.
Environment	Create a healthy region for the people of today and tomorrow.
Economy	Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

Connect SoCal Performance Measures

Types of performance measures to support development & implementation of Connect SoCal

- Plan Assessment Performance Measures
- Ongoing Monitoring Performance Measures
- Federal Transportation Performance Monitoring
- Other Statutory Requirements

Plan Performance Assessment Measures

- Plan assessment measures evaluate how well the regional transportation system will be expected to perform in 2050 relative to Connect SoCal goals.

- Quantitative measures are identified to evaluate plan performance under several sets of planning assumptions.

- Planning assumptions are input into SCAG models to project future (2050) regional performance relative to each modeled scenario.

- Scenarios based on comparative 'Base Year' representing existing regional conditions in 2019.

Plan Performance Assessment Measures

- The 'Baseline' projection forecasts 2050 regional conditions expected if Connect SoCal 2024 was not implemented.

- The 'Plan' scenario projects regional conditions in 2050 with the assumption that the program of regional multimodal transportation system improvement projects & strategies identified in Connect SoCal 2024 is fully implemented.

- SCAG models generate output relative to the plan measures to provide insight on how Connect SoCal impacts regional performance.

Plan Performance Assessment Measures

Performance Measure	Connect SoCal Goal
Average Trip Distance	Mobility
Average Travel Time	Mobility
Travel Time Distribution by Mode	Mobility
Travel Mode Share	Mobility
Person Hours of Delay by Facility Type	Mobility
Person-Delay per capita	Mobility
Truck Delay by Facility Type	Mobility
Access to Jobs	Mobility
Major Destination Accessibility	Mobility
Transit Boardings per capita	Mobility
Percent of Trips Less than 3 Miles	Communities
Physical Activity-Related Public Health Incidence & Costs	Communities
Air Pollution-Related Public Health Incidence & Costs	Communities
Park Accessibility	Communities
Share of Household Growth in PDAs	Communities

Plan Performance Assessment Measures

Performance Measure	Connect SoCal Goal
Vehicle Miles Traveled (VMT) per capita	Environment
Greenhouse Gas (GHG) Emissions	Environment
Land Conversion to Urban Purposes	Environment
Energy Consumption	Environment
Water Consumption	Environment
Criteria Air Pollutant Emissions *	Environment
New Jobs Due to Transportation System Investments	Economy
New Jobs Due to Improved Economic Competitiveness	Economy
Transportation System Investment Benefit/Cost Ratio	Economy
Share of Employment Growth in PDAs	Economy

* Federal performance measure

On-going Regional Monitoring Measures

- In addition to the plan assessment measures, SCAG develops a separate set of performance metrics to monitor progress being made over time toward achieving Connect SoCal goals.

- The monitoring of regional performance trends over time is key to understanding which investments & strategies are proving successful in meeting specific regional goals.

- An effective on-going monitoring program serves to inform & support future regional & local planning efforts & investments.

On-going Regional Monitoring Measures

- A total of 34 performance measures have been identified for the on-going regional monitoring program, 10 are new for Connect SoCal 2024.

- The on-going measures are correlated to the four Connect SoCal goal areas to ensure that progress toward achievement of regional objectives may be effectively monitored over time.

- The one-to-one correspondence is not exclusive, as many of the performance measures serve multiple regional goals.

On-going Regional Monitoring Measures

- Measures supportive of the Connect SoCal 'Mobility' goal relate to the efficiency of the regional multimodal transportation system for connecting people & freight to desired destinations.

- Mobility performance metrics include transportation infrastructure condition, system safety, multimodal options, & travel time reliability.

- The Mobility outcome is supported by 16 on-going regional performance measures.

On-going Regional Monitoring Measures

Performance Measure	Connect SoCal Goal
Average Travel Time	Mobility
Commute Travel Mode Share	Mobility
Active Transportation Mode Share	Mobility
Local Roads Pavement Condition	Mobility
Transit Boardings per capita	Mobility
Transit Seat Utilization	Mobility
Percent of Reliable Person-Miles Traveled on the NHS *	Mobility
Annual Hours of Peak Hour Excessive Delay per capita *	Mobility
National Highway System (NHS) Bridge Condition *	Mobility
National Highway System (NHS) Pavement Condition *	Mobility
Number & Rate of Collision-Related Fatalities *	Mobility
Number & Rate of Collision-Related Serious Injuries *	Mobility
Number of Active Transportation Fatalities & Serious Injuries *	Mobility
Transit Equipment, Rolling Stock, Infrastructure, & Facility Condition *	Mobility
Transit System Fatalities, Injuries, Safety Events, & System Reliability *	Mobility
Managed Lanes Utilization **	Mobility

* Federal performance measure

** New measure for Connect SoCal 2024

On-going Regional Monitoring Measures

- The 'Communities' goal is supported by on-going performance measures related to housing & public health (8 measures).

- Measures associated with the Connect SoCal 'Environment' goal focus on air quality, climate resilience, & land/habitat preservation (7 measures).

- The 'Economy' goal is supported by measures related to employment opportunities & freight movement (3 measures).

On-going Regional Monitoring Measures

Performance Measure	Connect SoCal Goal
Housing Cost Burden	Communities
Asthma Exacerbation	Communities
Asthma Incidence	Communities
Percent of Residents within 1/2 Mile Walk to Open Space	Communities
Number of Park Acres per 1,000 Residents	Communities
Households Located Near High-Volume Roadways	Communities
Housing Vulnerable to Environmental Impacts **	Communities
Accessory Dwelling Unit (ADU) Development **	Communities
Vehicle Miles Traveled (VMT) per capita	Environment
Air Quality by Air Basin	Environment
Percent of Population in Climate Risk Areas **	Environment
Urban Heat Island Reduction Strategies **	Environment
Habitat Connectivity Investments **	Environment
Nature-based Mitigation Programs **	Environment
Williamson Act Contract Acres Impacted **	Environment
Percent of Interstate Mileage Providing Reliable Truck Travel Time *	Economy
Unemployment Rate **	Economy
Employment **	Economy

* Federal performance measure

** New measure for Connect SoCal 2024

Connect SoCal Performance Measures

THANK YOU!

Mike Gainor
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To:	Community Economic & Human Development Committee (CEHD) Energy & Environment Committee (EEC) Transportation Committee (TC) Regional Council (RC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Karen Calderon, Senior Regional Planner (213) 236-1983, calderon@scag.ca.gov	
Subject:	Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents	

RECOMMENDED ACTION FOR EEC, CEHD, TC, AND RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
At the April 6, 2023 meeting SCAG staff provided the EEC with a status update on stakeholder outreach efforts and highlights of preliminary approaches to major components of the 2024 PEIR, including environmental setting, structure and environmental topics, analytical themes, mitigation approach, and alternatives analysis approach. This report provides the EEC with a status update on additional stakeholder outreach efforts since the April EEC meeting, a preliminary outline of draft contents, and a schedule of key milestones for the 2024 PEIR. Staff is seeking EEC's feedback on the draft contents and plans to continue to keep EEC members informed of the PEIR progress and schedule, such that a recommendation for approval to release the 2024 Draft PEIR can be made to the Regional Council (RC) currently planned in Fall 2023.

BACKGROUND:
As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the last plan adopted by the SCAG Regional Council in 2020.

California Environmental Quality Act (CEQA), codified at Public Resource Code (PRC) Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 et seq., require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action (CEQA Guidelines Section 15002(b)). As Lead Agency, SCAG found a PEIR is the appropriate type of EIR for the proposed Connect SoCal 2024.

The PEIR will serve as a first-tier, programmatic document and provides a region-wide assessment of potential environmental impacts of the proposed Connect SoCal 2024, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts. The PEIR must also evaluate alternatives to the proposed Connect SoCal 2024 and propose feasible mitigation measures.

Status Update on 2024 PEIR Stakeholder Outreach:
As previously reported at the April 2023 EEC meeting, the 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill (AB 52), for the 2024 Draft PEIR. In addition to the required outreach efforts, the PEIR team has—and will continue to—engage with stakeholders, including representatives of tribal governments, throughout the 2024 Draft PEIR development by providing periodic PEIR status updates and sharing the preliminary approaches to major components. Stakeholder outreach efforts for the 2024 Draft PEIR, to date, are presented in Table 1, below, and will continue to be updated as appropriate.

Table 1: 2024 Draft PEIR Stakeholder Outreach (as of mid-June 2023)

Date	Forum	Stakeholder Representatives	Topics Covered
November 9, 2022	2024 Draft PEIR NOP Scoping Meeting #1	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
November 10, 2022	2024 Draft PEIR NOP Scoping Meeting #2	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
October 10, 2022	Global & Land Use Economic (GLUE) Counsel	Business	Release of the NOP
October 31, 2022	Aviation Technical Advisory Committee	Aviation and Airports	Status Update on the PEIR Aviation Technical Report
January 4, 2023	Western Riverside County Regional Conservation Authority / Riverside County Transportation Commission	Public Agencies	Conservation
February 16, 2023	Joint Sustainable & Resilient Communities/Natural & Farm Lands Conservation	Environmental; General Public	PEIR Overview & Status Update, Recap on NOP Comments, and Preliminary Approach to Biological Resources Impact Analysis
March 8, 2023	South Coast Air Quality Management District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 13, 2023	City of Riverside	Public Agencies	Transportation Impacts Analysis
March 14, 2023	Ventura County Air Pollution Control District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 16, 2023	Technical Working	Business; Environmental;	PEIR Status Update and

	Group	Public Agencies; General Public	Major Components
April 3, 2023	GLUE Counsel	Business; General Public	PEIR Overview/Status Update
Stakeholder Outreach Efforts Since the April EEC Meeting			
April 27, 2023	Ventura County Air Pollution Control District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
May 24, 2023	South Coast Air Quality Management District	Air Districts	PEIR Overview and Equity
June 29, 2023 (confirmed)	South Coast Air Quality Management District	Air Districts	PEIR Overview and Equity
July 2023 (confirmed)	Technical Working Group	Business; Environmental; Public Agencies; General Public	Preliminary Outline of Draft Contents

Stakeholder engagement efforts throughout the development of the 2024 Draft PEIR will be ongoing through both existing venues and targeted meetings on specific PEIR topics, upon request.

Preliminary Outline of Draft Contents for the 2024 Draft PEIR:
Building upon the certified Final PEIR for Connect SoCal 2020 and the 2024 Draft PEIR presentations and discussions at various targeted stakeholder outreach meetings discussed above, SCAG staff has prepared the following preliminary outline of draft contents for the 2024 Draft PEIR. While staff continues to evaluate appropriate approaches and develop draft contents for the 2024 Draft PEIR analysis, which is ongoing at this time, staff's intent is to inform the EEC members of the PEIR team's current thinking to offer the opportunity to review, comment, and become familiar with the PEIR's preliminary contents such that a recommendation for approval to release the 2024 Draft PEIR document may be made to the RC in Fall 2023.

At the April 2023 EEC meeting, SCAG staff highlighted preliminary approaches to major components of the 2024 Draft PEIR, including environmental setting, structure and environmental topics, analytical themes, mitigation approach, and alternatives analysis approach. These approaches are reflected in the following preliminary outline of draft contents by chapters for the 2024 Draft PEIR. Key information of each chapter is summarized below. Appendices will be included as appropriate.

- **Executive Summary:** This will summarize key information presented in the PEIR, including a

table depicting significant environmental impacts and proposed SCAG and potential project-level mitigation measures for each significant environmental impact discussed in Chapter 3.

- **Chapter 1.0 – Introduction:** This chapter will provide background information on SCAG's roles and responsibilities. The introduction will summarize the results of the scoping process and describes the PEIR as programmatic environmental document. This chapter will also describe the CEQA process, emphasizing the early identification of stakeholders and engagement through the scoping process and beyond. Supplemental materials, including the Notice of Preparation (NOP) of a Draft PEIR and comments received on the NOP, will be attached, as appropriate, in appendices to the 2024 Draft PEIR document. Furthermore, the chapter will include relevant information on CEQA streamlining, the environmental review process, and an overview of the contents in Chapters 2.0 through 5.0 of the PEIR.

- **Chapter 2.0 – Project Description:** This chapter will briefly summarize the Plan's location and vision, goals, regional planning policies, and implementation strategies and highlight refinements or enhancements since Connect SoCal 2020. This chapter will include Plan goals and objectives. Regional growth forecast projections and major Plan components that have the potential to result in adverse effects on the environment will also be summarized.

- **Chapter 3.0 – Environmental Setting, Impacts, and Mitigation Measures:** For each of the 20 environmental topics identified in Appendix G of the CEQA Guidelines, the analysis will address Environmental Setting; Regulatory Framework; Thresholds of Significance; Methodology; Analysis of Direct, Indirect, and Cumulative Impacts; Mitigation Measures; and Level of Significance after Mitigation Measures. Each section will describe the regulatory framework with respect to current laws, regulations and recent CEQA case law, as well as the relevant Plan Policies and/or Implementation Strategies taken into consideration in evaluating the environmental effects of the Plan for that environmental topic. As required by the provisions of CEQA, determination of impacts will be based on a comparison of the Plan to existing conditions. Each section will identify its PEIR baseline and conduct a programmatic analysis of potential environmental impacts of the Plan for that topic.

- **Chapter 4.0 – Alternatives:** This chapter will describe a reasonable range of feasible alternatives to the Plan, which would feasibly attain most of the Plan's objectives but would avoid or substantially lessen any of the significant effects of the Plan at a programmatic and region-wide level. It will include a qualitative comparison of the Plan to the No Project Alternative and the Intensified Land Use Alternative.

- **Chapter 5.0 – Other CEQA Considerations:** This chapter will identify the significant unavoidable environmental effects, significant irreversible environmental effects, irreversible damage from environmental accidents, and growth inducing impacts of the Plan.

- **Chapter 6.0 – Persons and Sources Consulted:** This chapter lists contributors to preparation of the PEIR and includes a list of sources consulted and used in preparing the PEIR.

- **Section 7.0 – Glossary:** This chapter will include acronyms used in the PEIR.

Next Steps:

Key milestones for development of the Connect SoCal 2024 PEIR are listed in Table 3, below.

Table 3: Key Milestones for the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
Release of 2024 Draft PEIR for Public Review and Comments	Within 30 days after Draft Connect SoCal 2024 Release
2024 Draft PEIR Public Review and Comment Period Closes	At least 45 days after 2024 Draft PEIR Release
Certification of the Final PEIR by the RC	April 2024

Key milestones for EEC review of and action on the Connect SoCal 2024 PEIR are listed in Table 4, below.

Table 4: Key Milestones for EEC Review of and Action on the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
EEC Review of Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to 2024 Draft PEIR Major Components	April 6, 2023
EEC Review of Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents	July 7, 2023 (this meeting)
EEC Review of the Summary of Stakeholder Outreach, Approaches to 2024 Draft PEIR Major Components, and Summary of Contents of the 2024 Draft PEIR, and Consideration to Recommend that RC Authorize Release of the 2024 Draft PEIR for Public Review and Comments (Action Item)	Fall 2023
EEC Review of the Summary of Public Comments on the 2024 Draft PEIR	February 2024
EEC Review of the Summary of Contents of the Proposed 2024 Final PEIR	March 2024
Consideration to Recommend that RC Certify the Proposed 2024 Final PEIR (Action Item)	April 2024

Staff will continue to provide periodic status updates to the EEC at the next several EEC or Joint Committee meetings as development of the Connect SoCal 2024 PEIR progresses such that a recommendation for approval to release the 2024 Draft PEIR can be made to the RC currently planned in the fall 2023.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2022-2023 Overall Work Program (23-020.0161.04: Environmental Compliance, Coordination & Outreach).

To:	Energy & Environment Committee (EEC)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Regional Council (RC)	
From:	Ryan Wolfe, Manager for Sustainable and Resilient Development	
	wolfe@scag.ca.gov	
Subject:	Climate Action Resolution Quarterly Update	

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

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

EXECUTIVE SUMMARY:
On January 7, 2021, the Regional Council (RC) adopted the Climate Change Action Resolution (Resolution 21-628-1) affirming a climate change crisis in Southern California and called on SCAG and other local and regional partners to join together to reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate (the "Resolution"). The RC's action aims to promote climate adaptation, mitigation and resilience in support of the 197 jurisdictions in Southern California and the 19 million residents who call the SCAG region home. This report provides an update on the agency's progress in implementing the Resolution since the last quarterly update in January 2023.

BACKGROUND:
Since the adoption of Resolution 21-628-1 on January 7, 2021, SCAG has pursued a number of activities to reduce hazards from climate change and strengthen the resilience of the SCAG region. These actions emphasize adaptation to emerging climate-related hazards, conservation of natural lands and essential resources, mitigation of GHG emissions to reduce the impacts to the region from a changing climate, and the need to strengthen partnerships amongst local governments. Furthermore, Resolution 21-628-1 advances several goals, policies, and key connections from Connect SoCal 2020 and will help support development of Connect SoCal 2024.

Over the last two years, SCAG has been working to:

- Develop a **regional resilience framework** to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California;
- Initiate a **regional climate planning network** that will provide technical assistance for local climate adaptation and mitigation initiatives;
- Provide **resource support and technical assistance for local jurisdictions** to integrate climate planning in their local planning activities;
- Initiate a **Regional Advanced Mitigation Program (RAMP)** as described in the Connect SoCal Program Environmental Impact Report (PEIR);
- Develop a work plan to advance **the Accelerated Electrification strategy** envisioned in Connect SoCal;
- Evaluate **the economic and job creation benefits of climate adaptation and mitigation** practices for inclusion in regional planning efforts; and
- Develop **climate adaptation and mitigation analysis and strategies for the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).**

SCAG continues to develop programs and outreach strategies to support near-term adaptation to address regionally significant climate vulnerabilities and long-term regional resilience planning.

Regional Resilience Framework
In June 2022, SCAG kicked off the Regional Resilience Framework project to explore the potential degree of disruption to the region that could result from land-based, atmospheric, public health and geologic natural hazards. Since the last update in January, the project has completed initial outreach and engagement with local partners, including a selection of community-based organizations and one tribal nation, and is in the early stages of the scenario planning phase. Engagement with local and community partners informs how resilience is approached and defined at the local or community level and carries into the development of multiple planning scenarios for the SCAG region. Through collaboration with jurisdictions, subregional and regional partners, the scenario planning process will evaluate how the region could fare in the face of various shocks and stressors under current and potentially extreme conditions in the future (e.g. ongoing perpetual drought through 2035). Initial findings from the scenario planning exercise will inform resilience policies and strategies in future Connect SoCal efforts.

Regional Climate Planning Network
Since the adoption of Resolution 21-628-1, SCAG continues to engage with and learn from existing climate networks, such as the Los Angeles Regional Collaborative (LARC), Central Coast Climate Collaborative (4C), Inland Southern California Climate Collaborative (ISC3), and other climate planning networks across the Southern California region. Through participation in various climate planning networks across both Southern California and statewide, SCAG continues to share grant

information, provide support for grant applications from regional entities, offer technical assistance and data for shareholders, and research best practices and strategies to encourage a coordinated regional approach to climate planning.

SCAG recently hosted regional stakeholders at the joint meeting of the Sustainable & Resilient Communities and Natural & Farm Lands Conservation Regional Planning Working Groups on February 16, 2023. During this session, SCAG staff provided updates and sought feedback on potential approaches for Connect SoCal 2024 and its corresponding PEIR, the Regional Resilience Framework, recommendations from the Resilience & Conservation Special Subcommittee, next steps for the SoCal Greenprint Technical Advisory Committee, as well as upcoming grant opportunities at the state and federal levels. This regular session functions as a forum for SCAG staff to engage local jurisdictions, county transportation commissions, partner agencies, community-based organizations, for-profit entities, and universities in the development and implementation of plans and policies to advance the region's mobility, economy, and sustainability.

Regional Advance Mitigation Planning (RAMP)
As the conservation and management of natural and farm lands serves as an important strategy to mitigate climate change-inducing GHG emissions and support resource resilience through groundwater recharge, the Regional Council approved SCAG's Regional Advance Mitigation Policy Framework (RAMP) in February, 2023. This action further defines SCAG's efforts to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat, consistent with Connect SoCal 2020 and its corresponding PEIR. Overall, SCAG's RAMP effort can supplement regional conservation and mitigation banks to offset impacts of transportation and other development projects. This action directs the creation of the Greenprint Technical Advisory Committee (TAC) to ensure the future SoCal Greenprint tool is aligned with policy objectives identified in the framework. Recruitment for the TAC began in March, with letters to agencies and organizations asking for nominations, as well as outreach to SCAG's advisory groups to help spread the word. The TAC will convene in summer 2023 and will advise staff on the development of SoCal Greenprint – a tool to help stakeholders make early and informed decisions about infrastructure, growth and conservation, and to mitigate the environmental impacts of Connect SoCal 2020, the Regional Transportation Plan/Sustainable Communities Strategy.

Accelerated Electrification
Looking further into opportunities for climate mitigation, staff have been working to advance the Accelerated Electrification strategy adopted in Connect SoCal 2020 to provide a holistic and coordinated approach to decarbonizing or electrifying passenger vehicles, transit, and goods movement vehicles and exceed benefits achieved through state mandates alone. Within the first year subsequent to the adoption of Resolution 21-628-1, staff developed an Accelerated Electrification Key Connection Workplan in April 2021. Within the second year of Resolution 21-628-1, SCAG has continued to explore electric vehicle charging station best practices and held listening

sessions with local jurisdictions to address barriers and opportunities for electric vehicle charging infrastructure.

In February 2023, SCAG completed a regionwide electric vehicle site suitability analysis and identified potential locations for electric vehicle charging station sites. The results of this analysis will be used to update the Plug-in Electric Vehicle (PEV) Atlas, an online tool where cities and developers across the region can look to see the scored potential for a site to host EV charging stations. SCAG also hosts an active Clean Cities Coalition, which leverages Department of Energy (DOE) resources to provide technical assistance and outreach about clean technology across the region. In January 2023, SCAG initiated a study to create a regional roadmap for zero emission medium and heavy-duty trucking in the region and this is expected to be an 18-month effort. SCAG continues to provide technical assistance and information about zero emission transportation throughout the region to support the vision for zero emission transportation that was adopted in Connect SoCal 2020.

Inclusive Economic Recovery Strategy (IERS)
With support from Senator Susan Rubio, SCAG was awarded $3.5 million in one-time grant funding through AB 129 ("Inclusive Economic Growth Grant"). The funding is to implement several core recommendations developed in the Inclusive Economic Recovery Strategy (IERS), which was adopted by the Regional Council (RC) on July 1, 2021. The grant funding is being implemented through an agreement with the California Workforce Development Board and the period of performance is 2022-2024. This project has five study areas and deliverables: (1) Supporting expansion of the number of, and access to, middle wage jobs, (2) strengthening supply chains and access to contracting opportunities for small, minority- and woman-owned businesses, (3) developing recommendations for expanding construction apprenticeships and training, (4) providing regional economic data, and (5) addressing human capital needs. In April 2022, SCAG kicked-off work on the Inclusive Economic Growth Grant with project development underway. Staff expects to complete this work in 2024.

Staff continues to monitor progress of the statewide Community Economic Resiliency Funding program (CERF). The CERF program has awarded subregional collaboratives $5 million in planning grants to develop a comprehensive roadmap, including pilot projects and programs, that will support the transition away from a fossil-fuel based economy to a green economy, and supporting high road jobs in that process.

Resilience & Conservation Special Subcommittee for Connect SoCal 2024
Three special Regional Council subcommittees were created to dive deeper into key issues areas for Connect SoCal 2024: Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning. Each subcommittee met 4-5 times between September 2022 and February 2023 to identify recommendations that will inform how these emerging issues are addressed in

Connect SoCal 2024. These meetings featured subject matter expert presentations and guest panelists to share insights on the relative topic areas, followed by robust discussions amongst the subcommittee members. Led by Hon. Kathleen Kelly and Vice-Chair Hon. Margaret Clark, the goal of the Resilience & Conservation Special Subcommittee was to advance the direction set in the SCAG Regional Council Resolution on Climate Change Action (No. 21-628-1) and Water Action (No. 22-647-3) to consider opportunities for enhanced resilience and resource conservation, and develop recommendations on how Connect SoCal can support our communities in adapting to changing conditions or mitigating risks to become more resilient.

As presented at the March 2, 2023 Special Joint Meeting of SCAG's Policy Committees, the Subcommittee recommended the following considerations for the development of Connect SoCal 2024:

- Define Resilience: The capacity of the SCAG 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;
- Prioritize the most vulnerable populations and communities subject to climate hazards: Help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened;
- Build strong partnerships: Coordinate across multiple sectors, scales, and stakeholders to ensure all people have access to the fundamental physical, health, and social benefits of our natural and built systems;
- Apply ecosystem-based approaches: Incorporate ecosystem resilience, protection of ecosystem services, and sustainable resource management; and,
- Maximize mutual benefits: Support resilience and conservation initiatives across built, social, economic, and natural systems, such as disaster preparedness, to ensure synergies across systems and reduce/avoid impacts of maladaptation.

With this direction, SCAG staff are developing policies and implementation strategies to address climate adaptation and mitigation, which will be further considered by the Energy & Environment Policy Committee and Regional Council for inclusion in Connect SoCal 2024 later this calendar year.

FISCAL IMPACT:
Work for this effort is funded in SCAG's Fiscal Year 2022-2023 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis) and 290.4919.01 (Regional Advanced Mitigation Program Development.

ATTACHMENT(S):
1. Jul23_Climate_Action_Resolution_Quarterly_Update

SCAG Climate Action Resolution

Quarterly Update

Ryan Wolfe
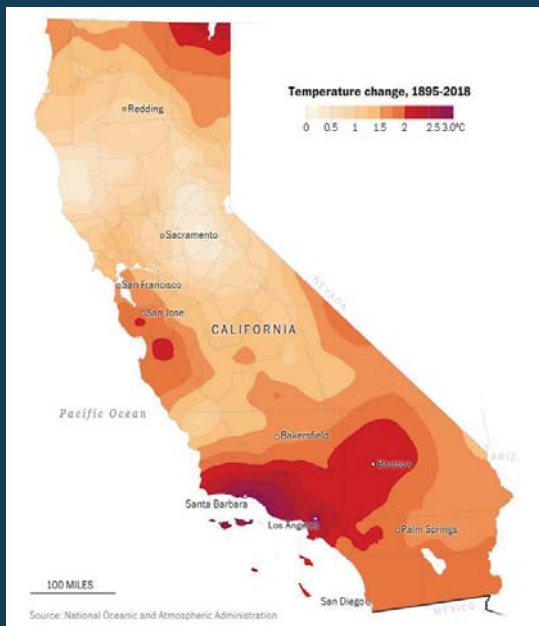
SCAG Department of Sustainable & Resilient Development

July 6, 2023

www.scag.ca.gov

## Climate Change Impacts in the SCAG Region

- Extreme Heat
- Sea Level Rise/Coastal Flooding and Erosion
- Severe Storms/Wind
- Inland Flooding
- Drought
- Wildfire
- Air Quality and Vector Borne Diseases
- Landslides
- Pests and Ecological Hazards

Temperature change, 1895-2018

0   0.5   1   1.5   2   2.5 3.0°C

Source: National Oceanic and Atmospheric Administration

# Southern California Vulnerability to Climate Change

- Southern California one of the most vulnerable areas nationwide

- Los Angeles County most at-risk

- Riverside County and San Bernardino County amongst 10 most at-risk

FEMA National Risk Assessment
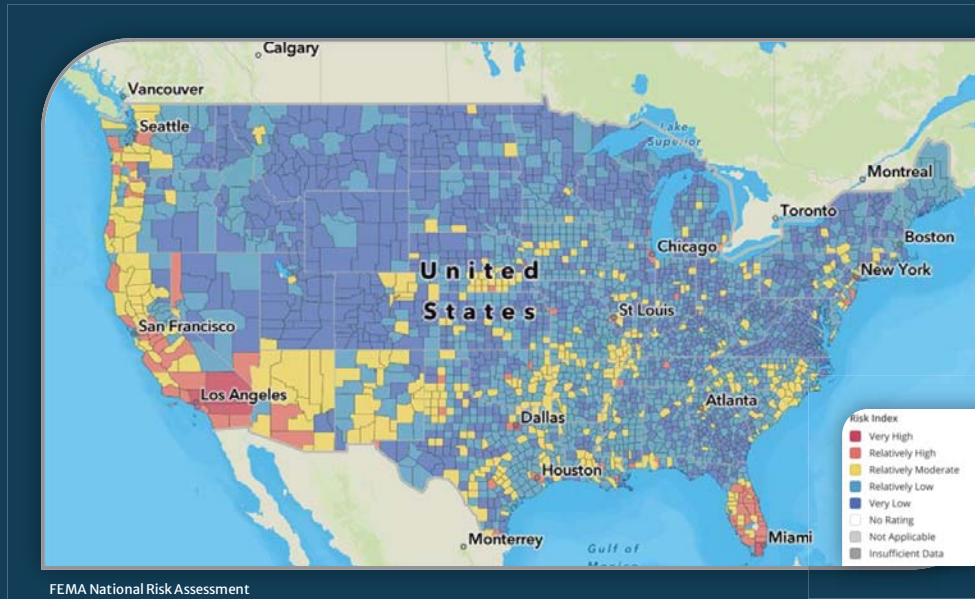
Climate Change Action Resolution

- Regional Resilience Framework

- Climate Planning Network

- Regional Advanced Mitigation Program (RAMP)

- Accelerated Electrification

- Inclusive Economic Recovery Strategy

- Connect SoCal 2024 Climate Strategies

- Partnership Potential
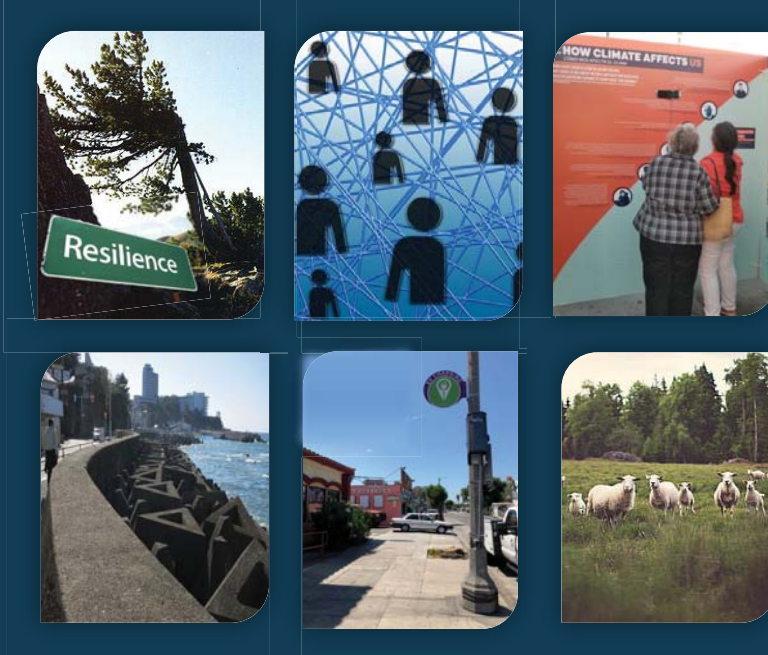
Regional Resilience Framework: Resilience Landscape Analysis

Connect SoCal Commitments

- Define "resilience"
- Understand the impacts of disruptions
- Conduct meaningful outreach & engagement
- **Identify resilience strategies**
- **Conduct scenario planning**
- **Support implementation of Connect SoCal strategies**

Scenario Planning Process

Initiating November 2023

Climate Planning Network: MyGBCE 2023

MyGBCE 2023

May 18th, 2023

SCAG sponsored the U.S. Green Building Council's **My Green Building Conference & Expo** — MyGBCE 2023

SOUTHERN CALIFORNIA CLIMATE ADAPTATION PLANNING GUIDE
October 2020

OTHER-TO-RESIDENTIAL TOOLKIT

Toolbox Tuesday

SCAG

Extreme heat and urban greening

July 18th, 2023

LARC

Regional Advanced Mitigation Program

Goal: Expedite project delivery and achieve meaningful conservation outcomes

- Regional Advanced Mitigation Policy Framework and White Paper adopted February 2, 2023

SoCal Greenprint Process Ongoing

- Greenprint TAC established to inform data and tool development
  - Regional representation
  - Convenes in summer 2023

- Recommendations to Regional Council in fall 2023

- Pending approval, Greenprint development will commence

Accelerated Electrification

Clean Transportation Technology Policy:

1. Improve air quality
2. Lower the health risks to all residents in the region
3. Reduce GHG emissions to meet federal, state, regional targets
4. Promote economic development, resilience, and equity

Accelerated Electrification

January 2023

SCAG initiated study to create a regional roadmap for zero emission medium and heavy-duty trucking in the region, with ongoing effort expected to take 18 months.

February 2023

Regionwide electric vehicle site suitability analysis conducted resulting in updated Plug-in Electric Vehicle (PEV) Atlas, published in May.

Southern California Plug-in Electric Vehicle Readiness Atlas: 2017 Update

Inclusive Economic Recovery Strategy (IERS)

- $3.5 million from AB 129 – Inclusive Economic Growth Grant

- To implement IERS recommendations relating to equity, economic development, climate readiness, and inclusivity

- Workplan development underway

- Expected work program completion in 2024

Inclusive Economic Recovery Strategy (IERS)

Community Economic Resilience Fund (CERF)

- State-administered fund for COVID-19 economic recovery
- Aims to diversify local economies and create sustainable industries with accessible jobs
- In SCAG region, five subregional collaboratives awarded $5 M in planning grants

Resilience & Conservation Special Subcommittee

R&SC Subcommittee Recommendations for Connect SoCal 2024:

- **Define Resilience**
- **Prioritize the most vulnerable populations and communities subject to climate hazards**
- **Build strong partnerships**
- **Apply ecosystem-based approaches**
- **Maximize mutual benefits**

Thank You!

Questions?

Ryan Wolfe
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760-707-7019
www.scag.ca.gov

Southern California Association of Governments
July 6, 2023

To:	Executive/Administration Committee (EAC)
	Regional Council (RC)
From:	Carmen Summers, Senior Administrative Assistant
	(213) 236-1984, Summers@scag.ca.gov
Subject:	Purchase Orders, Contract and Amendments below Regional Council's
	Approval Threshold

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Information Only - No Action Required

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

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than $5,000 but less than $500,000

Consultant/Contract #	PO' Purpose	Amount
E K Technologies	FY23 IT Services	$19,800
CPRIME, Inc.	FY23 ASANA Software Licenses	$7,789

SCAG executed the following Contracts more than $25,000 but less than $500,000

Consultant/Contract #	Contract's Purpose	Contract Amount
Cambridge Systematics (23-032-C01)	The consultant shall review SCAG's current Small Area Secondary Variables Allocation Model (SASVAM) and provide recommendation to improve the model.	$145,012

SCAG executed the following Contracts more than $25,000 but less than $500,000

Consultant/Contract #	Contract's Purpose	Contract Amount

SCAG executed these Amendments for more than $5,000 but less than $150,000 and less than 30% of the original contract value

Consultant/Contract #	Amendment's Purpose	Amendment Amount
N/A	N/A	N/A

ATTACHMENT(S):
1. Contract Summary 23-032-C01

CONSULTANT CONTRACT NO. 23-032-C01

Recommended Consultant: Cambridge Systematics

Background & Scope of Work: SCAG develops socioeconomic forecasts including population and households to support a wide range of planning activities. Specifically, SCAG forecasts population and household characteristics at sub-jurisdictional level known as Traffic Analysis Zone (TAZ). These future socioeconomic growth patterns help SCAG assess Vehicle Miles Traveled (VMT) and the associated Greenhouse Gas (GHG) emissions for the purpose of developing the Sustainable Communities Strategy (SCS). At each round of the RTP/SCS, SCAG collaborates with the local jurisdictions to develop projections of population, households, and employment, known as major variables. Population and household characteristics (population by age, ethnicity, household income etc.) are further estimated and calculated using the Small Area Secondary Variables Allocation Model (SASVAM) at TAZ level.

The primary objective for this project is to review the current SASVAM and provide options to improve the projection method. The consultant shall provide a framework for suggested methods and options. Further the consultant shall identify specific areas for improvements. The methods shall be implementable and fit into SCAG's overall forecasting process. Through this project, SCAG intends to enhance the analytical and modeling capability and improve forecasting accuracies.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:
- Supporting socioeconomic subject analysis and the region's various plans, programs, and major projects;
- Recommended approaches for growth projection methods to enhance SASVAM; and
- Conducting empirical analysis/research on the new development and rapid growth communities, unique growth pattern areas, and emerging issues.

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

Contract Amount:

Total not to exceed	**$145,012**
Cambridge Systematics (prime consultant)	$98,620
Mike Reilly, LLC (subconsultant)	$26,998
Bomba Consulting, LLC (subconsultant)	$15,893
MMTAM, LLC (Subconsultant)	$3,501

Contract Period: May 15, 2023 through June 30, 2025

Project Number(s): 070-2665A.02 $70,000
Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA)

Funding of $70,000 is available in the Fiscal Year (FY) 2022-23 Overall Work Program (OWP) Budget in Project Number 070-2665A.02, and the remaining

balance will be requested in future fiscal year budgets, subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 1,463 firms of the release of RFP 23-032 via SCAG's Solicitation Management System website. A total of 38 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Cambridge Systematics (3 subconsultants)	**$145,012**
Manhan Group (1 subconsultant)	$149,768
Murepa Korea, LLC (1 subconsultant)	$150,000

Selection Process:

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

The PRC consisted of the following individuals:

Sung Ho Ryu, Senior Regional Planner, SCAG
Sungbin Cho, Principal Modeler, SCAG
Cheol Ho Lee, Senior Regional Planner, SCAG

Basis for Selection:

The PRC recommended Cambridge Systematics for the contract award because the consultant:

- Presented the most suitable technical approach for the project. In addition to reviewing published literature, they proposed conducting up to four (4) practitioner interviews to gather perspectives on the advantages/disadvantages of various approaches, which will allow staff to gain insights into emerging demographic projection methods and provide a broader range of options to tackle challenges with various variable relationship issues;
- Provided the best project management strategy, with emphasis on documentation of the project. Since this is a complex project, documentation is crucial to maintaining consistency and facilitating sharing technical information with regional partners and enable improvements;
- Demonstrated the best understanding of project's goals, structure, and limitations of the current SASVAM. The proposal clearly outlines the goals of the demographic projections and their connections to the transportation model, specifically the "Recommended Enhancements section" in the proposal highlights the steps necessary to align with our project's objectives; and
- Proposed the lowest price.

Southern California Association of Governments
July 6, 2023

To:	Executive/Administration Committee (EAC) Regional Council (RC)	**EXECUTIVE DIRECTOR'S** **APPROVAL**
From:	Cindy Giraldo, Chief Financial Officer (213) 630-1413, giraldo@scag.ca.gov	*Kome Ajise*
Subject:	CFO Monthly Report	

RECOMMENDED ACTION:
Information Only - No Action Required

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

ACCOUNTING:

Membership Dues
As of May 31, 2023, 188 cities, 6 counties, 7 commissions, and 3 tribal governments have paid their FY23 membership dues. This represents 99.31% 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. During FY 2022-23, SCAG has moved all funds invested in the Los Angeles County Investment Pool to our Bank of the West operating account, except for any remaining interest earnings received in July 2022-May 2023. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested $6.11M as of May 31, 2023. SCAG has earned $6,782.03 interest from funds invested in the Los Angeles County Investment Pool and $113,710.19 of interest from funds invested in the Local Agency Investment Fund account as of May 31, 2023.

BUDGET & GRANTS (B&G):
Caltrans provided their comments to the FY 2022-23 Overall Work Program (OWP) 3rd Quarter Progress Report. Staff addressed the comments and provided responses to Caltrans on June 7, 2023.

Staff kicked off FY 2024-25 Budget Development process in March, and the Divisional Work Plans and respective Budget Requests were presented in June. Each Division will work on finalizing their

FY25 Budget Requests and submit the required budget request materials to Budget & Grants Department in July.

Staff prepared FY 2023-24 OWP In-Kind Match Package for the value of third-party services by local transportation agencies that may be accepted as match for federal funds for specific SCAG planning work activities. The In-Kind Match Packet was prepared in accordance with the provisions of 2 CFR 200.306 and will be submitted to Caltrans for review and approval.

Staff received feedback from the Department of Housing and Community Development (HCD) on the REAP 2.0 Full Application, which was submitted in December 2022. Staff addressed the comments and submitted the revised REAP 2.0 Full Application in June. Concurrently, staff is finalizing the review of the standard agreement for the REAP 2.0 funding and looking forward to executing the agreement soon.

Lastly, during this month, staff continued to work on finalizing and executing the 11 OTS Go Human Community Hub Grant MOUs. The program received 37 applications from across the SCAG region and awarded $360,000 in Community Hubs Grant funds. The awardees from across the region will implement a wide variety of safety projects this summer.

CONTRACTS
In May 2023, the Contracts Department issued six (6) Request for Proposal; awarded three (3) contracts; issued ten (10) contract amendments; and processed thirty-nine (39) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 211 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month Contracts' staff negotiated $72,754 in budget savings, bringing the cumulative FY23 savings to $1,628,554.

To: Regional Council (RC)

From: Lucy Dunn, Ex-Officio Member; Business Representative

Subject: Business Report – July 6, 2023

Here are highlights of top business and industry attention during this past month:

1. **New SoCal Report: Businesses Continue to Relocate to More Business-Friendly States.** Commissioned by the Los Angeles Area Chamber of Commerce and produced in collaboration with the Inland Empire Economic Center (IEEC) and funded by a grant from Bank of America, California's Competitiveness: A Regional Approach looks at California as a whole but with a focus on Southern California, citing the experiences elsewhere in the state where applicable. The report includes interviews with 23 SoCal CEO's who assess California's competitiveness relative to other states.

   A recurring theme in the report centered on the **concern for the state's ability to remain competitive, given the high cost of doing business and the chronic lack of housing affordability.** Executives also mentioned concerns about taxation and regulation and a sense that elected officials either ignore the needs of businesses or do not understand how business works. Indeed, these concerns prompted some firms to explore investment and job creation opportunities outside of Southern California and the state.

   The report outlines steps California must take to maintain its advantage over other states in the coming years. Some of the report's recommendations to create innovation and improve competitiveness for the state's regions and, in turn, stem the outbound migration of businesses include:
   - Develop an economic strategy which considers and supports regional differences.
   - Develop partnerships between higher education and industry that promote occupational upskilling to satisfy the demand for talent and skills from the local industry clusters interconnected with the rest of the world.
   - Define business attraction and retention strategies at the regional level that drive innovation in leading regional clusters and are supported by a statewide plan.
   - Leverage the state's regional assets to compete for workers and firms. California can do so more effectively by addressing the state's high cost of living and ensuring community amenities are on par with those in other states.

- Build entrepreneurial infrastructure and support, which will attract new firms while lowering the barriers to entrepreneurship for its homegrown talent.

L.A. Area Chamber of Commerce Press Release. CalMatters coverage. Orange County Register coverage.

2. **Chapman University Economic Forecast—Prepare for Mild Recession 3ʳᵈ Quarter 2023 through 2024.** I attended the update forecast on June 23 as delivered by President Emeritus Jim Doti. Key indicators include: inflation peaked at 9.1% but has dropped to 4% as the Fed boosted interest rates from zero to 5.25% over the past year. That has impacted lending for homes, cars and inventory, which has slowed sales. (Dr. Doti predicts home prices in Orange County to drop 11% in the next six months—and prices would drop even more if there were any semblance of housing supply to buy, he said). In addition, housing starts continue to decline across the US--500,000 less than in 2022. According to Dr. Doti, Americans had $3 trillion in excess savings by the end of 2021, but those savings have since dwindled to $1 trillion and will be spent by year end.

To compound the problem, higher income Californians are taking their money with them $5.6 billion to Texas, $4.4 billion to Nevada and $3.5 billion to Florida—all with no state income tax compared to California's top 13.3% rate. This is not a "one-time" hit, but will have a long term cumulative negative effect on California's budget.

3. **And in Other News: Water is Wet. Homelessness is caused by lack of affordable housing**, says a new study by UCSF's Benioff Homelessness and Housing Initiative conducting the California Statewide Study of People Experiencing Homelessness (CASPEH), the largest representative study of homelessness since the mid-1990's and the first largescale representative study to use mixed methods (surveys and in-depth interviews).

About a third of California's 40 million people live in poverty or near-poverty. The Benioff study tells us that contrary to popular belief, those lacking shelter are overwhelmingly Californians, not migrants from other states, who largely remained in their communities after falling on hard times. CASPEH Executive Summary. CASPEH Full Study. According to Dan Walters of CalMatters, the study bolsters the demands of city and county officials for additional funding as well as multi-year state funding commitments for continuity. CalMatters press coverage.

4. **California Budget Still Ignores a Major Business Concern: $17.4 Billion Unemployment Insurance (UI) Debt.** Contrary to claims that there has been no general tax increase in the state since 2011, failure to address this debt institutes one of the highest tax increases ever on California businesses directly and on workers indirectly. California's federal debt in he latest report for June 9, 2023 is $17.4 billion. By failing to address this debt, the state budget ensures

that employers will continue paying the state UI tax at its highest rate schedule. In addition, employers will be subject to an increase in the federal UI tax, growing at an additional 0.3% to 2.7% annually until the federal debt is paid off.

States were given federal monies to pay off their UI debts and restore their state funds to pre-pandemic levels as part of the Covid assistance bills. Every other state except California and New York has consequently eliminated their federal debt and associated higher federal taxes on employers, and restored the fiscal health of their funds in order to be able to weather any upcoming downturn. In the most recent results, California in contrast now accounts for 72% of the outstanding debt to the federal fund. CA Center on Jobs & the Economy May 2023 Jobs Report.

5. **Business Continues Strong Support for Governor Newsom's $180 Billion Infrastructure Proposal.** Nearly 90 statewide business groups stepped up to sign a **coalition letter** amplifying support for Governor Gavin Newsom's **$180 billion infrastructure proposal**. CEO Tracy Hernandez urged her BizFed leaders as well as the diverse members of **New California Coalition** to lean in on this important effort. The letter was submitted to all 120 members of the California Legislature, plus Governor Newsom and state infrastructure czar Antonio Villaraigosa. BizFed remains engaged with the Governor's office as a deal to advance projects is negotiated. Tracy Hernandez is a member of GLUE Council.

6. **GLUE Council.** Next meeting of the Global Land Use and Economics Council, the business industry advisory group to Regional Council, is scheduled via Zoom for July 31, 2023 at 10 am to noon. All are welcome.