



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

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Energy & Environment
Deborah Robertson, Rialto

Transportation
Tim Sandoval, Pomona

MEETING OF THE

EXECUTIVE/ ADMINISTRATION COMMITTEE

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

Wednesday, May 31, 2023

3:00 p.m. – 4:00 p.m.

To Attend In-Person:

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

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/889726747>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 889 726 747**

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 3:00 p.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/889726747>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 889 726 747**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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 Tuesday, May 30, 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 Tuesday, May 30, 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.

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

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

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

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

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EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Cindy Allen Long Beach Civic Center 411 W Ocean Blvd Long Beach, CA 90802</p>	<p>Marshall Goodman Waldorf Astoria Hotel 2100 Frostwood Dr Park City, Utah 84098</p>
<p>Curt Hagman Chino Hills District Office 14010 City Center Drive Chino Hills, CA 91709</p>	<p>Larry McCallon City of Highland – City Hall 27215 Base Line Street Highland, CA 92346</p>
<p>Patricia Lock Dawson Riverside – City Hall 3900 Main Street 7th Floor - Conference Room Riverside, CA 92522</p>	<p>Deborah Robertson City of Rialto – City Hall 150 S. Palm Avenue Rialto, CA 92376</p>
<p>Tim Sandoval City of Pomona - City Hall 505 S Garey Avenue Bader Conference Room Pomona, CA 91766</p>	<p>David Shapiro Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>
<p>Jose Luis Solache Sheraton Grand Sacramento Hotel 1230 J Street Sacramento, CA 95814</p>	



EAC - Executive/Administration Committee
Members – May 2023

- 1. Hon. Art Brown**
Chair, Buena Park, RC District 21
- 2. Sup. Curt Hagman**
1st Vice President, San Bernardino County
- 3. Hon. Cindy Allen**
2nd Vice President, Long Beach, RC District 30
- 4. Hon. Jan C. Harnik**
Imm. Past President, RCTC Representative
- 5. Hon. Frank A. Yokoyama**
CEHD Chair, Cerritos, RC District 23
- 6. Hon. David J. Shapiro**
CEHD Vice Chair, Calabasas, RC District 44
- 7. Hon. Deborah Robertson**
EEC Chair, Rialto, RC District 8
- 8. Sup. Luis Plancarte**
EEC Vice Chair, Imperial County
- 9. Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
- 10. Hon. Mike Judge**
TC Vice Chair, VCTC
- 11. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 12. Hon. Jose Luis Solache**
LCMC Vice Chair, Lynwood, RC District 26
- 13. Hon. Clint Lorimore**
Eastvale, RC District 4, Pres. Appt.
- 14. Hon. Larry McCallon**
Highland, RC District 7 Pres. Appt./Air Dist. Rep.
- 15. Hon. Marshall Goodman**
La Palma, RC District 18, Pres. Appt.

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

- 17. Ms. Lucy Dunn**
Business Representative - Non-Voting Member

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EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Wednesday, May 31, 2023
3:00 PM

The Executive/Administration Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

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

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Adoption of Amended SCAG Conflict of Interest Code PPG. 7
(Michael R.W. Houston, Chief Counsel and Director of Legal Services)

RECOMMENDED ACTION:

Recommend that the Regional Council adopt amendments to the Conflict of Interest Code of the Southern California Association of Governments (SCAG).

CONSENT ITEMS

Approval Items

2. Minutes of the Meeting – May 3, 2023 PPG.17
3. Contract Amendment: Contract No. 20-002-C01, Board Counsel Services – Term Extension PPG. 23
4. Contracts \$500,000 or Greater: Contact No. 23-024-C01, Lennox Community Pedestrian Plan PPG. 31
5. Housing and Transportation Bills of Interest Follow-Up PPG. 39
6. 2023 Sacramento Summit Legislation Follow-Up PPG. 64
7. Safety, Resilience, and Housing Bills – Support PPG. 70



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

8. SCAG Memberships and Sponsorships PPG. 75

Receive and File

9. SCAG Regional Travel Demand Model (ABM) Peer Review Meeting PPG. 78

10. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold PPG. 81

11. CFO Monthly Report PPG. 92

INFORMATION ITEM

12. Status Report on SCAG's Racial Equity Early Action Plan
(Kome Ajise, Executive Director) PPG. 94

CFO REPORT

(Cindy Giraldo, Chief Financial Officer)

PRESIDENT'S REPORT

(The Honorable Art Brown, Chair)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
May 31, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Michael Houston, Chief Counsel/Director of Legal Services
(213) 630-1467, houston@scag.ca.gov
Subject: Adoption of Amended SCAG Conflict of Interest Code

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION EAC:

Recommend that the Regional Council adopt amendments to the Conflict of Interest Code of the Southern California Association of Governments (SCAG).

RECOMMENDED ACTION RC:

Adopt amendments to the Conflict of Interest Code of the Southern California Association of Governments (SCAG).

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:

Every public agency in the state of California is required to promulgate and adopt a conflict of interest code identifying those positions in the agency that file statements of economic interest (often called "Form 700s") to disclose financial interest. For agencies such as SCAG, the conflict of interest code must also be approved by its "code reviewing body." The Fair Political Practices Commission ("FPPC") is SCAG's code reviewing body and formally approves SCAG's Conflict of Interest Code. State law further requires, on a biennial basis in even numbered years, that each agency review its adopted conflict of interest code to determine if amendments are necessary. If amendments are necessary, then the agency works with the code reviewing body to prepare an updated conflict of interest code. In 2022, SCAG conducted a biennial review of its Conflict of Interest Code, which was last amended in 2016. Due to significant changes in staffing and job classifications, including as a result of the 2022 classification and compensation study, SCAG's legal counsel, in consultation with the FPPC, determined that it was necessary to amend and update SCAG's Conflict of Interest Code. Following FPPC approval of the draft amendments, the draft amended Conflict of Interest Code was posted and noticed for a 45-day public comment period from April 4, 2023 until May 19, 2023. SCAG did not receive any comments during the public comment period. The proposed amendments would add new staff positions, delete old

staff positions, and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG’s last code amendments by the FPPC in August 2016.

BACKGROUND:

Pursuant to the state Political Reform Act (Govt. Code § 81000 *et seq.*), SCAG is required to review every two years its Conflict of Interest Code and determine whether the code must be amended. Each public official holding a designated position on the Code is required to file an Annual Statement of Economic Interests (“FPPC Form 700”) to disclose financial interests as provided in the Conflict of Interest Code.

For agencies such as SCAG, the conflict of interest code adopted by the agency must also be approved by its “code reviewing body.” The FPPC is SCAG’s code reviewing body that formally approves SCAG’s Conflict of Interest Code. Additionally, prior to an agency adopting and the FPPC approving an amended conflict of interest code, the agency must obtain FPPC staff’s approval of a draft amended code and then provide notice of the code for public review and comment for a period of 45 days.

SCAG’s Conflict of Interest Code was last amended in 2016. In 2022, SCAG’s legal counsel conducted a review of the Conflict of Interest Code and determined that amendments were required. Specifically, the proposed code amendments would add new staff positions, delete old staff positions, and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG’s last code by the FPPC in August 2016. Significant changes have been made to reflect recent 2022 classification updates that were made as a result of the classification and compensation study performed by SCAG’s Human Resources Department and thereafter approved by the Regional Council on November 3, 2022.

The FPPC’s staff approved the draft amendments for noticing to the public. As required by law, the draft amended Conflict of Interest Code was posted and noticed for a 45-day public comment period from April 4, 2023 until May 19, 2023. SCAG did not receive any comments during the public comment period.

Following the Regional Council’s adoption of the amended Conflict of Interest Code, this adoption will be forwarded to the FPPC so that it can thereafter formally approve the code. The Code would be effective thirty days after the FPPC’s approval. Following approval, and pursuant to Bylaws Article V.A.(4)(a), the Executive Director will append this updated Conflict of Interest Code as “Attachment A” to the Regional Council Policy Manual, as referenced in Article III.E of the manual.

Included with this report are: 1) SCAG Conflict-of-Interest Code Amendments (shown in tracked changes); and 2) Notice of Intent to Amend the Conflict of Interest Code of the Southern California Association of Governments.



FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Code in ~~strikeout~~ underline format (Final for Notice and Adoption)
2. Notice of Intent v.1

CONFLICT-OF-INTEREST CODE FOR THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Political Reform Act (Cal. Govt. Code §81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. §18730) that contains the terms of a standard conflict-of-interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict- of-interest code of the Southern California Association of Governments (SCAG).

~~Individuals holding designated positions listed in Appendix A of this Conflict of Interest Code have been determined to make or participate in making decisions that may foreseeably have a material effect on financial interests and~~ shall file their statements of economic interests with SCAG ~~when assuming or leaving their positions and annually while holding the position.~~ SCAG will make the statements available for public inspection and reproduction (Govt. Code § 81008.) Upon receipt of the statements for the General Assembly Members (i.e., Official Representatives/Delegates and Alternates), Regional Council Members, Policy Committee (i.e., the Community Economic and Human Development Committee, the Transportation Committee and the Energy and Environment Committee) and other Committee Members, and the Executive Director, SCAG shall make and retain copies and forward the originals to the Fair Political Practices Commission.

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Commented [BK2]: Edited to add delegates, alternates and to list specific committees

CONFLICT-OF-INTEREST CODE FOR THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Appendix A

Designated Position	Assigned Disclosure Category
General Assembly Members and delegates, including alternates (Official Representatives/Delegates and Alternates)	1
Regional Council Members (including ex officio members)	1
Policy Committees (TC, EEC, CEHD):	1
Transportation Committee (TC) Members	1
Energy and Environment Committee (EEC) Members	1
Community, Economic and Human Development Committee (CEHD) Members	1
Accountant	3
Assistant Regional Planner	3
Budget and Grants Analyst	3, 7
Chief Operating Officer	1
Chief Strategy Officer	1
Communications Supervisor	3
Community Engagement Specialist	3
Contracts Administrator	3
Deputy Clerk of the Board	3
Deputy Director (Division)	3
Executive Director	1
Chief Executive Director	1
Deputy Executive Director of Administration	1
Deputy Executive Director of Strategy, Policy and Public Affairs	2
General Counsel (consultant, see "Note")	1
Chief Counsel/ Director of Legal Services	1
Chief Information Officer / Director of Information Technology Division	3, 4, 1
Deputy Legal Counsel	1
Chief Planning Officer/ Director of Transportation Planning Division	1
Chief Government and Public Affairs Officer/ Director of Land Use and Environmental Planning Policy & Public Affairs	1
Facilities Supervisor	3, 4, 7
Clerk of the Board	3
Internal Auditor	1, 6, 7
Manager of Transportation Integrated Planning and Programming	3
Manager of Goods Movement and Transportation Finance	3
Manager of IT Application Development & Support	3, 7
Manager of Legislation	3
Manager of Transportation/Rail Mobility Planning and Goods Movement	3
Manager of Compliance and Performance Monitoring	3
Manager of Modeling and Forecasting	3
Manager of Sustainability-Sustainable and Resilient Development	3
Manager of Active Transportation and Special Programs	3
Manager of Budget and Grants	2, 7

- Commented [BK3]:** Position retitled in reorg
- Commented [BK4]:** Ex-Officio members added
- Commented [BK5]:** Individual committees added
- Commented [BK6]:** Position added. Agency confi category 3 is appropriate for this position
- Commented [BK7]:** Position added in reorg
- Commented [BK8]:** Position added in reorg
- Commented [BK9]:** Position added in reorg
- Commented [BK10]:** Position added
- Commented [BK11]:** Position added in reorg
- Commented [BK12]:** Position added in reorg
- Commented [BK13]:** Position added in reorg
- Commented [BK14]:** Position added in reorg
- Commented [BK15]:** Position added in reorg
- Commented [BK16]:** Position removed (retitled)
- Commented [BK17]:** Position eliminated in reorg
- Commented [BK18]:** Position eliminated in reorg
- Commented [BK19]:** Note added by agency
- Commented [BK20]:** Position retitled and design changed in reorg. Agency confirmed that this position has broad, ager decision-making authority and does make real prop decisions.
- Commented [BK21]:** Position retitled in reorg
- Commented [BK22]:** Position retitled in reorg
- Formatted Table**
- Commented [BK23]:** Position added Agency confirmed that this position participates in IT decisions, participates in real property decisions.
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- Commented [BK24]:** Disclosure category broad review of duties during reorg.
- Commented [BK25]:** Position retitled in reorg
- Formatted Table**
- Commented [BK26]:** Position eliminated in reorg
- Commented [BK27]:** Position retitled in reorg
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- Commented [BK28]:** Position retitled in reorg
- Commented [BK29]:** Position eliminated in reorg
- Commented [BK30]:** Position retitled in reorg
- Commented [BK31]:** Position eliminated in reorg
- Commented [BK32]:** Grant disclosure added

CONFLICT-OF-INTEREST CODE FOR THE

- ~~Manager of Research and Analysis Planning Strategy~~
- ~~Manager of the Federal Transportation Improvement Program~~
- ~~Manager of Government Affairs Regional Services~~
- ~~Manager of Communications~~
- Manager of Media and Public Affairs
- Manager of Contracts
- ~~Manager of Chief Human Resources Officer~~
- ~~Manager of Information Technology Services Infrastructure and Operations~~
- ~~Manager of Housing and Economic Empowerment~~
- ~~Manager of Inclusive Economic Growth~~
- ~~Manager of Partnership for Innovative Deployment~~
- Planning Administration Officer
- Principal Accountant
- Applications Administration Supervisor
- Principal Budget and Grants Analyst
- GIS Applications Supervisor
- IT PMO Supervisor
- Audio/Visual Supervisor
- Principal Contracts Administrator
- Principal Human Resources Analyst
- Principal Planner
- Planning Supervisor
- Senior Accountant
- Senior Budget and Grants Analyst
- Senior Contracts Administrator
- Senior Economist
- Senior Deputy Legal Counsel
- Senior IT Quality Assurance Analyst
- Senior Regional Planner
- Special Events Producer
- Modeling Supervisor

- 3 **Commented [BK33]:** Position retitled in reorg
- 3 **Commented [BK34]:** Position eliminated in reorg
- 3 **Commented [BK35]:** Position retitled in reorg
- 3 **Commented [BK36]:** Position eliminated in reorg
- 2
- 3, 5 **Commented [BK37]:** Position retitled, disclosure after review. Assigned full disclosure as a member of Executive Team.
- 3, 4, 7 **Commented [BK38]:** Category number corrected
- 3 **Commented [BK39]:** Position retitled and disclosure category changed after reorg and review of duties
- 3 **Formatted:** Strikethrough
- 3 **Formatted:** Strikethrough
- 2, 6 **Commented [BK40]:** Position added in reorg
- 3 **Commented [BK41]:** Position added in reorg
- 2, 7 **Commented [BK42]:** Position added in reorg
- 3, 7 **Commented [BK43]:** Position added in reorg
- 3, 7 **Commented [BK44]:** Position added. Agency category 2 is appropriate for this position.
- 3 **Commented [BK45]:** Position added in reorg
- 2 **Commented [BK46]:** Position added in reorg
- 3 **Commented [BK47]:** Position added in reorg
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- 1 **Commented [BK48]:** Position added in reorg
- 3, 7 **Formatted:** Strikethrough
- 3 **Commented [BK49]:** Position added in reorg
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- 3 **Commented [BK57]:** Position added in reorg
- 3 **Commented [BK58]:** Position added in reorg
- 3 **Commented [BK59]:** Position added; disclosure after review
- 3 **Formatted:** Strikethrough
- 3 **Commented [BK60]:** Position added in reorg
- 3 **Commented [BK61]:** Position added in reorg
- 3 **Commented [BK62]:** Position added in reorg

CONFLICT-OF-INTEREST CODE FOR THE SOUTHERN
CALIFORNIA ASSOCIATION OF GOVERNMENTS

Appendix A-Continued

Consultant/New Position

*

Note: The position of General Counsel is filled by an outside consultant, but acts in a staff capacity.

*Consultants/New Positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such written determination shall include a description of the consultant's or new position's duties and, based on that description, a statement of the extent of the disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner as this conflict-of-interest code. (Gov. Code Sec. 81008.)

The following positions are NOT covered by the conflict-of-interest code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

Chief Financial Officer / Director of Finance Division
Manager of Accounting

Commented [BK63]: Position retitled in reorg

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

CONFLICT-OF-INTEREST CODE FOR THE
SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS

Appendix B
Disclosure Categories

1. A designated position in this category must report all investments, business positions in business entities and sources of income (including receipt of gifts, loans and travel payments). This position must also disclose interests in real property located within the jurisdiction as well as interests in real property located within a two-mile radius of real property used by SCAG.
2. A designated position in this category must report investments in and income (including receipt of gifts, loans and travel payments) from individuals and entities of the type that supply equipment, products, materials or services (including training or consulting services) to SCAG.
3. A designated position in this category must report investments in and income (including receipt of gifts, loans and travel payments) from individuals and entities of the type that supply equipment, products, materials or services (including training or consulting services) to the division(s) or department(s) to which the designated position is assigned duties.
4. A designated position in this category must report all interests in real property located within the jurisdiction of SCAG and/or within a two-mile radius of any property used by SCAG.
5. A designated position in this category must report investments, business positions in business entities and sources of income (including receipt of gifts, loans, and travel payments) that have filed a claim within the last two years or have a claim pending against SCAG.
- ~~6. A designated position in this category may file Statements of Economic Interests, Form 700 A. The statement shall identify each source of income (including receipt of gifts, loans, and travel payments), investments, or real property if the source of income, investment, or real property was the subject of a case assignment during the period covered by the statement. Intentionally deleted. [Removed not applicable to our agency. Kept in for purpose of Disclosure Category consistency.]~~
7. 6. A designated position in this category must report investments in and income, including gifts, loans, and travel payments from entities of the type to provide auditing services.

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Commented [BK65]: Category 6 removed because agency confirmed they do not have any classification meet the criteria in Regulation 18733.

~~9.8.7~~ A designated position in this category must report investments, business positions in business entities and sources of income (including receipt of gifts, loans and travel payments) if the business entity or source is of the type to receive grants or other funding from or through SCAG.

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**NOTICE OF INTENTION TO AMEND
THE CONFLICT OF INTEREST CODE OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

NOTICE IS HEREBY GIVEN that the Southern California Association of Governments, pursuant to the authority vested in it by Section 87306 of the Government Code, proposes amendment to its Conflict of Interest Code. A comment period has been established commencing on **April 4, 2023** and closing on **May 19, 2023**. All inquiries should be directed to the contact listed below.

The Southern California Association of Governments proposes to amend its Conflict of Interest Code to include employee positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of section 87302 of the Government Code. The amendment carries out the purposes of the law and no other alternative would do so and be less burdensome to affected persons.

The proposed changes to the Conflict of Interest Code would add new staff positions, delete old staff positions and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG's last code amendments by the Fair Political Practices Commission in 2016. The proposed amendment and explanation of the reasons can be obtained from the agency's contact.

Any interested person may submit written comments relating to the proposed amendment by submitting them no later than **May 19, 2023**, or at the conclusion of the public hearing, if requested, whichever comes later. At this time, no public hearing is scheduled. A person may request a hearing no later than **May 4, 2023**.

The Southern California Association of Governments has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.
5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

All inquiries concerning the proposed amendment and any communication required by this notice should be directed to: Michael R.W. Houston, Chief Counsel, at (213) 630-1471 or at houston@scag.ca.gov.



MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
WEDNESDAY, MAY 3, 2023

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its regular meeting at the JW Marriott Desert Springs Resort and Spa, Director Suite A, 74-855 Country Club Drive, Palm Desert, CA 92260. A quorum was present.

Members Present

Hon. Jan Harnik, President

Sup. Curt Hagman, 2nd Vice President

Hon. Clint Lorimore, Imm. Past President

Hon. Frank Yokoyama, Chair, CEHD

Hon. David J. Shapiro, Vice Chair, CEHD

Hon. Luis Plancarte, Vice Chair, EEC

Hon. Deborah Robertson, Chair, EEC

Hon. Ray Marquez, Chair, TC

Hon. Margaret Finlay, President’s Appt.

Hon. Kathleen Kelly, President’s Appt.

Eastvale

Cerritos

Calabasas

Rialto

Chino Hills

Duarte

Palm Desert

RCTC

San Bernardino County

District 4

District 23

District 44

Imperial County

District 8

District 10

District 35

District 2

Members Not Present

Hon. Art Brown, 1st Vice President

Hon. Tim Sandoval, Vice Chair, TC

Hon. Nithya Raman, President’s Appt.

Hon. Patricia Lock Dawson, Vice Chair, LCMC

Hon. Larry McCallon, President’s Appt.

Hon. Jose Luis Solache, Chair, LCMC

Hon. Andrew Masiel, Sr.

Hon. Lucy Dunn

Buena Park

Pomona

Los Angeles

Riverside

Highland

Lynwood

Pechanga Dev. Corp.

District 21

District 38

District 51

District 68

District 7

District 26

TGRP Representative

Business Representative

Staff Present

Kome Ajise, Executive Director
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

The Honorable Jan Harnik called the meeting to order at 3:02 p.m. President Harnik asked Mayor Kathleen Kelly, Palm Desert, District 2, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

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

The Clerk acknowledged there no written public comments received before or after the deadline.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. Resolution No. 23-655-1 Approving the Fiscal Year 2023-24 Final Comprehensive Budget

There were no public comments on this item.

Cindy Giraldo, Chief Financial Officer, reported that on March 1st and 2nd, the EAC and Regional Council approved the draft comprehensive budget which included the overall work program and general fund budget. Additionally, staff was authorized to release the draft overall work program for public comment. She noted that the public comment period closed on April 3rd and no public comments were received. She reported that the budget totals were \$350.3 million which was an increase of \$1.37 million from the draft comprehensive budget. She indicated that \$1.2 million of the total increase was due to budget carry over adjustments. There were no other significant changes to the budget.

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

A MOTION was made (Finlay) that the Executive/Administration Committee (EAC) recommend that Regional Council (RC): 1) Adopt Resolution No. 23-655-1 approving the Fiscal Year 2023-24 (FY2023-24) Final Comprehensive Budget, subject to approval of the General Fund Budget and Membership Dues Assessment by the SCAG General Assembly; 2) Authorize the Executive Director, or his designee, to submit the FY 2023-24 Overall Work Program (OWP) to the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA); and 3) Authorize the Executive Director, or his designee, to submit the FY24 Indirect Cost Rate Proposal (ICRP) and the FY24 Fringe Benefits Cost Rate Proposal to the FTA. Motion was SECONDED (Hagman) and passed by the following votes:

AYES: Finlay, Hagman, Harnik, Kelly, Lorimore, Marquez, Plancarte, Shapiro, and Yokoyama (9)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Regular Meeting – April 5, 2023

Receive and File

3. Purchase Orders, Contracts and Amendments below Regional Council Approval Threshold

4. CFO Monthly Report

A MOTION was made (Hagman) to approve the Consent Calendar Item 2; and Receive and File Items 3 and 4. Motion was SECONDED (Finlay) and passed by the following votes:

AYES: Finlay, Hagman, Harnik, Kelly, Lorimore, Marquez, Plancarte, Shapiro, and Yokoyama (9)

NOES: None (0)

ABSTAIN: None (0)

CFO REPORT

Cindy Giraldo, Chief Financial Officer, reported that the CFO report had a new section that would be included regularly going forward, and it would be titled Updates from the Chief Planning Officer. She indicated that the report would contain timely updates on active and recently completed projects happening in SCAG's region. Lastly, she introduced the new Controller, Beatrice Valdez.

PRESIDENT'S REPORT

President Harnik reported that SCAG's annual Sacramento Summit took place on April 17th and 18th. She noted that a delegation of elected officials from the region discussed transportation, housing and greenhouse gas reduction goals with more than 30 legislative offices and departments. She stated SCAG hosted the Regional Utilities Supporting Housing Industry Forum on April 28 in partnership with PlaceWorks and the Urban Land Institute of Los Angeles. The forum brought together regional and national thought leaders to discuss recommendations for implementing the basic utility infrastructure needed for housing in the region. She reported SCAG led a roundtable discussion with California Public Utilities Commissioner Darcie Houck on April 26 to discuss opportunities and challenges pertaining to bridging the digital divide in our region. During the roundtable, it was discovered that CPUC commissioners were aware of the concerns and various challenges of local jurisdictions and were developing solutions to streamline the grant process. Lastly, she reported the next meeting of the EAC was scheduled for Wednesday, May 31, 2023 at 3:00 pm.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Kome Ajise reported that SCAG had three funding calls open for the Regional Early Action Planning program. He noted that the Subregional Partnership Program, the County



Transportation Commission Partnership Program and the Sustainable Communities Program: Civic Engagement, Equity and Environmental Justice programs were granting \$108 million dollars to advance work to increase housing and improve transportation. He stated the Housing Infill on Public and Private Lands Pilot Program and the Notice of Funds Available for Lasting Affordability calls would be announced May 10. He reported SCAG reached critical milestones in addressing federal corrective action on the Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program. He reported that SCAG's Compliance Action Plan was approved by the Regional Council in February 2023 would be effective July 1, 2023. He noted that SCAG has also been working with County Transportation Commissions and partners over the last 10 months to develop draft STBG/CMAQ Program Guidelines to define the specifics of the new process which was presented in draft form to the County Transportation Commissions. He indicated that Staff would be preparing to transmit the draft STBG/CMAQ Program Guidelines to Caltrans and federal agencies for consideration by May 15. He noted that the Program Guidelines were anticipated to be brought to the Regional Council in June 2023. Lastly, he reported The California State Rail Plan was last updated in 2018 and was currently out for public review and comment through May 10. He indicated that SCAG staff reviewed the draft plan and had prepared comments that would be submitted to Caltrans.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, President Harnik adjourned the Meeting of the Executive Administration Committee at 3:32 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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Executive / Administration Committee Attendance Report

MEMBERS	CITY	Representing	2022-23															Total M Attend To Dat	
			JUN	30-Jun	1-Jul	JULY	AUG	15-Aug	31-Aug	OCT	NOV	30-Nov	JAN	FEB	MAR	APR	MAY		
Hon. Jan Harnik, Chair, President, Chair		RCTC	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	
Hon. Art Brown, 1st Vice Chair	Buena Park	District 21	1	0	0	1	1	1	1	1	1	1	1	0	1	1	0	11	
Hon. Curt Hagman		San Bernardino County	[REDACTED]									1	1	1	1	0	1	1	6
Hon. Clint Lorimore, Imm. Past President	Eastvale	District 4	1	0	1	1	1	0	1	1	1	1	1	1	1	1	1	13	
Hon. Frank Yokoyama, Chair, CEHD	Cerritos	District 23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	
Hon. David J. Shapiro, Vice Chair, CEHD	Cerritos	District 44	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	
Hon. Deborah Roberston, Chair, EEC	Rialto	District 8	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14	
Hon. Luis Plancarte, Vice Chair, EEC		Imperial County	1	1	1	1	1	1	1	1	1	1	1	1	0	0	1	13	
Hon. Ray Marquez, Chair, TC	Chino Hills	District 10	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	14	
Hon. Tim Sandoval, Vice Chair, TC	Pomona	District 38	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
Hon. Jose Luis Solache, Chair, LCMC	Lynwood	District 26	1	1	0	0	0	1	0	1	0	1	0	1	1	1	0	8	
Hon. Patricia Lock Dawson, Vice Chair, LCMC	Riverside	District 68	[REDACTED]									1	1	1	1	0	4		
Hon. Margaret Finlay, President's Appt.	Duarte	District 35	1	1	1	1	1	1	1	0	1	0	1	1	1	1	1	13	
Hon. Kathleen Kelly, President's Appt.	Palm Desert	District 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	
Hon. Larry McCallon, President's Appt.	Highland	District 7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	14	
Hon. Nithya Ramen, President's Appt.	Los Angeles	District 51	1	1	1	1	1	0	1	0	1	0	0	0	0	0	0	7	
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corporation	Tribal Government Regional Planning Board	0	1	1	1	0	1	1	0	0	1	1	0	1	0	0	8	
Ms. Lucy Dunn, Ex-Officio Member	Lucy Dunn Strategic Issues Mar	Business Representative	1	1	1	1	1	1	1	1	0	0	1	1	1	1	0	12	
			13	14	13	14	12	13	14	12	13	13	16	14	14	14	10	1	

Attachment: EAC Attendance Sheet 2022-23 May (Minutes of the Meeting - May 3, 2023)



AGENDA ITEM 3
REPORT

Southern California Association of Governments
May 31, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Contract Amendment: Contract No. 20-002-C01, Board Counsel Services –
Term extension

RECOMMENDED ACTION:

Approve Amendment No. 5 to Contract No. 20-002-C01 with Best Best & Krieger, LLP, to extend the contract Term from June 30, 2023 to June 30, 2024, to continue to provide Board Counsel and as needed legal services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 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:

In October 2019, SCAG awarded contract 20-002-C01 to Best Best & Krieger (BB&K) to provide legal support to the Regional Council, as specified in Task 1, and provide as-needed legal support to the agency, as specified in Task 2 of the contract. Staff subsequently requested and the RC approved amending the contract via Amendment 1 (for Term only) and Amendments 2 – 4 either increasing the contract's Term and/or value. Consistent with the Regional Council's (RC's) approval of Amendment 1, staff now requests RC approval of Amendment 5 to extend the term for the final one-year extension in the interest of transparency as it relates to amending this Legal Services contracts.

BACKGROUND:

Staff recommends extending the following contract \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Best Best & Krieger,	The consultant shall continue to serve as the	\$907,830



LLP, (20-002-C01)	primary counsel to the Regional Council and work with SCAG’s internal Legal Department to provide legal services to the agency.	(no change to amount; term extension only)
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FISCAL IMPACT:

Funding of \$150,000 is available in the Fiscal Year (FY) 2023-24 General Fund Budget and Indirect Cost Program Budget in project numbers 800-0160.01 (\$135,000) and 810-0120.09 (\$15,000), and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 20-002-C01 Amendment No. 5
2. Contract No. 20-002-C01 COI

CONSULTANT CONTRACT NO. 20-002-C01 AMENDMENT 5

Consultant: Best Best & Krieger, LLP

Background & Scope of Work: On October 23, 2019 SCAG awarded Contract 20-002-C01 to Best Best & Krieger, LLP (BBK) to provide legal services as Board Counsel to the Regional Council and its committees and to provide certain “on call” services, including litigation services and other services as approved by the Executive Director. Under this agreement, BBK provides “Task 1” legal services that include, but are not limited to: attending and serving as Board Counsel at Regional Council (RC) and other committee meetings; consulting and providing advice to the RC, committees, Executive Director and other staff on various legal matters; assisting with the annual performance review of the Executive Director; reviewing and revising as needed proposed changes to the SCAG Bylaws and RC policies; and additional services as requested by the RC or the Executive Director. Task 1 services are rendered in accordance with an agreed-upon flat monthly fee, starting at \$8,000 per month for FY 2019-20, with indexing in subsequent years. As needed “Task 2” services include litigation assistance (if approved by the Regional Council) and other services (as approved by the Executive Director), in accordance with an agreed upon hourly rate structure. The contract is for three (3) years, with two addition 12-month options, for a total of 60-months. The first 12-month extension was approved by the Regional Council on April 7, 2022 pursuant to Amendment 3 to the contract.

This amendment is needed for Regional Council to approve the second and final 12-month term extension, which extension right is part of the original contract.

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

- Continuation of Board Counsel Services to the Regional Council on a flat fee monthly basis in FY 2023-24; and
- As Needed Task 2 services on an hourly fee basis.

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

Amendment Amount:	Amendment 5 (term extension only)	\$0
	Amendment 4 (term extension only)	\$0
	Amendment 3 (term extension and increase)	\$48,870
	Amendment 2	\$363,480
	Amendment 1 (administrative only)	\$0
	Original contract value	<u>\$495,480</u>
	Total contract value is not to exceed	\$907,830

This amendment requires the Regional Council’s approval because it approves extension of the contract for an additional term of 12 months.

Contract Period: October 3, 2019 through October 31, 2024 (subject to extension as noted above, of which one extension of one year is being sought by this amendment)

Project Number: 800-0160.01 \$135,000
810-0120.09 \$15,000
Funding source: General Fund and Indirect Cost

Funding of \$150,000 is available in the Fiscal Year (FY) 2023-24 General Fund Budget and Indirect Cost Program Budget in project numbers 800-0160.01 (\$135,000) and 810-0120.09 (\$15,000), and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

**Basis for the
Amendment:**

As state above, in October 2019, SCAG awarded contract 20-002-C01 to BBK to provide legal support to the Regional Council, as specified in Task 1, and provide as-needed legal support to the agency, as specified in Task 2 of the contract. Staff subsequently requested and the RC approved amending the contract via Amendmen1 (for Term only) and Amendments 2 – 4 either increasing the contract’s Term and/or value. Consistent with the Regional Council’s (RC’s) approval of Amendment 1, staff now requests RC approval of Amendment 5 to extend the term for the final one-year extension in the interest of transparency as it relates to amending this Legal Services contracts, as there is an on-going need to retain the consultant to continue to provide these services to the RC.

**Conflict Of Interest (COI) Form - Attachment
For June 8, 2023 Regional Council Approval**

Approve Amendment No. 5 to Contract No. 20-002-C01 with Best Best & Krieger, LLP, to extend the contract Term from June 30, 2023 to June 30, 2024, to continue to provide Board Counsel and as needed legal services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Best Best & Krieger, LLP (prime consultant)	Yes - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 20-002-C01

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

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

Name of Firm: Best Best & Krieger LLP

Name of Preparer: Ruben Duran

Project Title: Board Counsel & Legal Services as Requested

Date Submitted: 5/24/23

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
_____ Ruben Duran	_____ Board Counsel	_____ October 2019 - 2023
_____	_____	_____
_____	_____	_____
_____	_____	_____

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:

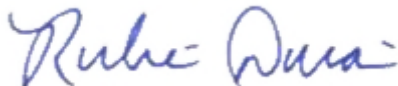
Name	Date	Dollar Value
Mrunal Mehta Shah	October 2022	\$250
Mrunal Mehta Shah	2018	\$250

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Ruben Duran , hereby declare that I am the (position or title) Partner of (firm name) Best Best & Krieger LLP, 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 5/24/23 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.



5/24/23

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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



AGENDA ITEM 4
REPORT

Southern California Association of Governments
May 31, 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: Contact No. 23-024-C01, Lennox
Community Pedestrian Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve Contract No. 23-024-C01, in an amount not to exceed \$623,764 with Mark Thomas & Company, Inc., to develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County, subject to Caltrans final approval of the consultant's Indirect Cost Rate and final negotiation. 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 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

Consistent with the requirements of the California Active Transportation Program (ATP) that funds this Architectural and Engineering (design) project, and in partnership with the Los Angeles County Department of Public Health (Public Health) and the Orange County Transportation Authority (OCTA), the Consultant shall develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Mark Thomas & Company, Inc. (23-024-C01)	The consultant shall develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County.	\$623,764



FISCAL IMPACT:

Funding of \$623,764 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 275-4892X7.02, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 23-024-C01
2. Contract Summary 23-024-C01 COI

CONSULTANT CONTRACT NO. 23-024-C01

Recommended Consultant:	Mark Thomas & Company, Inc.	
Background & Scope of Work:	Consistent with the requirements of the California Active Transportation Program (ATP) that funds this Architectural and Engineering (design) project, and in partnership with the Los Angeles County Department of Public Health (Public Health) and the Orange County Transportation Authority (OCTA), the consultant shall develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County. The project shall contribute to regional goals to increase the percentage of local trips made by walking, reduce GHG emissions and vehicle miles traveled (VMT) in each of the cities, increase awareness for active transportation, and plan for safe connections between essential destinations in the cities.	
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• A robust technical analysis to develop a safe and comfortable walkable network within each project area;• A comprehensive engagement of historically underrepresented and non-traditional stakeholders;• An analysis of connections to key destinations and access to regional economic opportunities and essential services; and• A recommendation of priority safety enhancement projects.	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians	
Contract Amount:	Total not to exceed	\$623,764
	Mark Thomas & Company (prime consultant)	\$513,313
	Latino Health Access (subconsultant)	\$100,188
	Los Angeles Neighborhood Initiatives (subconsultant)	\$10,263
	Note: the final cost of this contract is subject to Caltrans final approval of the consultant's Indirect Cost Rate and final negotiation	
Contract Period:	Notice to Proceed through June 30, 2025	
Project Number(s):	275-4892X7.02 \$623,764 Funding source(s): Active Transportation Program (ATP) Cycle 5 Plans	
	Funding of \$623,764 is available in the FY 2022-23 Overall Work Program (OWP) Budget in Project Number 275-4892X7.02, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.	
Request for Proposal (RFP):	SCAG staff notified 4,668 firms of the release of RFP 23-024 via SCAG's Solicitation Management System website. A total of 45 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:	
	Mark Thomas & Company, Inc., (2 subconsultants)	\$623,764

Alta Planning & Design – (2 subconsultants)

*\$0

* Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not cost. The Proposal Review Committee ranked Mark Thomas & Company, Inc. as the highest (most qualified) proposer and the other offeror's cost proposal was kept sealed.

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 both offerors.

The PRC consisted of the following individuals:

Cory Wilkerson, Principal Regional Planner, SCAG
Justin Robertson, Senior Planner, Los Angeles Department of Public Health
Kevin Khouri, Transportation Analyst, Orange County Transportation Authority

Basis for Selection:

The PRC recommended Mark Thomas & Company for the contract award because the consultant:

- Demonstrated the best qualifications, in particular, Mark Thomas proposed a project manager who developed a similar project plan concept for Orange County Transportation Authority (OCTA) and has previous experience on similar projects at SCAG. Further, the proposed sub-consultant Community Based Organization (CBO) staff has extensive engagement experience in comparable communities;
- Demonstrated the best understanding of the project and provided the best technical approach, specifically emphasizing utilizing input from underrepresented or nontraditional stakeholders; as well as showing an understanding of essential local agency input; Designated a CBO staff person to serve as the contract staff for Lennox. Prepared and provided clearly defined maps of the 12 intersections to be studied, without interruption of bus services and provided an in depth six (6) step plan for the walk audits; and
- Proposed a team of community-based partners. Mark Thomas is currently working on comparable projects in Southern California.

**Conflict of Interest (COI) Form - Attachment
For June 8, 2023 Regional Council Approval**

Approve Contract No. 23-024-C01, in an amount not to exceed \$623,764 with Mark Thomas & Company, Inc., to develop a Pedestrian Plan for the unincorporated Lennox community in the County of Los Angeles and a First Mile/Last Mile Plan for the busiest bus stops in Orange County, subject to Caltrans final approval of the consultant’s Indirect Cost Rate and final negotiation. 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)?
Mark Thomas (prime consultant)	No - form attached
Latino Health Access (subconsultant)	No - form attached
Los Angeles Neighborhood Initiatives (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-024

SECTION I: INSTRUCTIONS

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

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

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

Name of Firm: Los Angeles Neighborhood Initiative
Name of Preparer: Veronica Hahni
Project Title: LENNOX COMMUNITY PEDESTRIAN PLAN AND OCTA BUS STOP SAFETY AND ACCESSIBILITY PLAN
RFP Number: 23-024 **Date Submitted:** May 16, 2023

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Veronica Hahni, hereby declare that I am the (position or title) Executive Director of (firm name) Los Angeles Neighborhood Initiative, 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 _____ 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.

Veronica Hahni _____ May 16, 2023
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
May 31, 2023

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

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

Subject: Housing and Transportation Bills of Interest Follow-Up

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends the Regional Council (RC) adopt an “oppose” position on Assembly Bill (AB) 6 (Friedman), AB 7 (Friedman), and Senate Bill (SB) 670 (Allen) and adopt a position that AB 1525 (Bonta) be held as a “two-year bill.” The LCMC also forwards informational updates to the RC on the status of AB 1000 (Gomez Reyes) and AB 1335 (Zbur).

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:

After receiving a report and staff presentation at its May 23, 2023 meeting, the LCMC recommends an “oppose” position on AB 6 (Friedman), AB 7 (Friedman), and SB 670 (Allen). In addition, the LCMC recommends that AB 1525 (Bonta) be held as a “two-year bill.” Lastly, the LCMC forwards informational updates on AB 1000 (Gomez Reyes), AB 1335 (Zbur), and SB 423 (Wiener) for the RC’s awareness and edification.

BACKGROUND:

SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. The LCMC received a report and presentation on the bills below, which could have potentially significant impacts on SCAG, the Southern California region, and/or our member organizations.

For today’s meeting, the LCMC recommends an “oppose” position on AB 6 (Friedman), AB 7 (Friedman), and Senate Bill (SB) 670 (Allen). In addition, the LCMC recommends AB 1525 (Bonta) be

held as a “two-year bill.” Lastly, updates relating to AB 1000 (Gomez Reyes) and AB 1335 (Zbur) are provided for the RC’s information.

Summaries of the bills are included below in numerical order.

Bill: AB 6 **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: Transportation Planning
Status: Passed Assembly Appropriations Committee on 05/10/2023. Pending vote on the Assembly Floor.
Recommendation: OPPOSE

Background:

AB 6 would require the California Air Resources Board (CARB) to establish additional targets for 2035 and for 2045. SB 375 (Chapter 728, Statutes of 2008) directs CARB to set regional targets for reducing greenhouse gas (GHG) emissions from the automobile and light-duty truck sector for 2020 and 2035. SB 375 also requires MPOs to create Sustainable Communities Strategies in conjunction with their Regional Transportation Plans. In 2018, CARB updated SCAG’s assigned GHG reduction target to 19 percent per capita by 2035, relative to 2005 levels. SCAG’s 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, represents the vision for achieving that regional GHG reduction goal.

AB 6 would also require MPOs to submit their RTP/SCS technical methodology to CARB for approval at least 60 days prior to starting their public participation processes. State law requires MPOs to adopt a public participation plan for the development of their SCSs that must include active participation from a broad range of stakeholders, consultation with transportation agencies, public workshops throughout the region, circulation of the draft SCS, public hearings, and informational hearings tailored for the region’s city and county elected officials.

In addition, this bill would require MPOs to submit their adopted SCSs to CARB within 120 days of the plan’s adoption by its board of directors. The bill would also extend CARB’s review period from 60 days to 180 before CARB is required to accept or deny an MPO’s SCS.

Lastly, AB 6 would require that each application for the Solutions for Congested Corridors Program (SCCP) demonstrate how the proposed project would contribute to achieving the state’s GHG emissions reduction targets. SB 1 (Chapter 5, Statutes of 2017) created this competitive program to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.

AB 6 has passed the Assembly Transportation, Natural Resources, and Appropriations committees. A vote by the full Assembly is forthcoming.

Analysis:

Connect SoCal represents the vision for Southern California's sustainable future. The plan includes policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2045. Currently, SCAG is updating Connect SoCal with an anticipated adoption in 2024 and a horizon year of 2050. As such, SCAG's SCS horizon date already exceeds AB 6's proposed new targets for 2035 and 2045. New targets for 2035 and 2045 would result in additional model runs but may not represent a tremendous imposition.

At the May 23, 2023, LCMC meeting, staff objected to AB 6's proposal to require MPOs to submit the RTP/SCS Technical Methodology to CARB for approval at least 60 days prior to starting its public participation process. With this proposal, it is unclear what problem AB 6 attempts to solve. CARB's SCS Guidelines acknowledge that the development of the Technical Methodology is an iterative and ongoing process. Currently, SCAG staff meets at least quarterly with CARB staff to discuss the development of Connect SoCal, including the development of the Technical Methodology. CARB evaluates Connect SoCal's draft Technical Methodology, including its aggregated strategies, measures, and policies that help to reduce per-capita GHG emissions. The strategies, measures, and policies collectively result in the achievement of our region's GHG reduction goal.

Additionally, SCAG collaborated with CARB as the SCS Program and Evaluation Guidelines were updated. This collaboration was essential to ensuring Connect SoCal aligns with state expectations. The final technical methodology, however, was submitted to CARB after the adoption of Connect SoCal.

Furthermore, the purpose of SCAG's SCS public participation is to present the public with challenges and potential solutions. Public participation does not achieve a level of detail that would inform the Technical Methodology.

AB 6 would require SCAG to submit the SCS to CARB within 120 days of the plan's adoption by the Regional Council and would triple the time CARB has to review the plan from 60 days to 180. This is another solution in search of a problem. The Affordable Housing Sustainable Communities Program, Solutions for Congested Corridors Program, Local Partnerships Program, Trade Corridor Enhancement Program, and Infill Infrastructure Grant Program, among many others, require a proposed project to support the implementation of a region's adopted SCS. These programs offer billions of dollars of state funding for local and regional projects. Eligibility for these funding programs already provide the necessary incentive to submit an RTP/SCS to CARB for approval immediately upon its adoption by the Regional Council.

Increasing the time for CARB to evaluate SCAG's SCS only prolongs the back-and-forth between CARB and SCAG and discourages the expeditious approval of the RTP/SCS. In addition, the extended

timeframe can potentially impact a project's eligibility for any of the funding programs mentioned above.

Lastly, AB 6 requires applications for the Solutions for Congested Corridors Program to demonstrate how the proposed project would contribute to achieving the state's GHG emissions reduction targets. SB 1 created this competitive program to fund projects that achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. For the SCAG region, the most recent cycle of the SCCP resulted in awards for the Los Angeles County Metropolitan Transportation Authority for the construction of express lanes infrastructure on the I-105. In addition, San Bernardino County Transportation Authority received awards for the construction of bus rapid transit stations and the purchase of 18 new zero-emission buses.

Applications for the SCCP must be included in an adopted RTP/SCS that CARB has determined achieves the region's GHG reduction goals. In addition, each project is also required to complete an environmental analysis, pursuant to the California Environmental Quality Act (CEQA), including an SB 743 transportation analysis. The SB 743 transportation analysis measures any project's actual transportation-related environmental impacts and requires that they be mitigated. While this provision of AB 6 does not represent a tremendous burden, it is duplicative with existing climate-related safeguards.

Recommendation:

SCAG will continue to collaborate and engage on AB 6 to ensure that our region's concerns are included in the dialogue on this bill. Because AB 6 has now advanced from two policy committees and one fiscal committee, the LCMC recommends an OPPOSE position before AB 6 advances from the Assembly to the Senate.

Bill: AB 7 **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Transportation Project Selection Process

Status: Passed Assembly Transportation Committee on 03/27/2023. Pending vote on the Assembly Floor. Ordered to the Appropriations Committee "Suspense File."

Recommendation: OPPOSE

As currently written, AB 7 would require the project selection process for transportation infrastructure projects funded by some of the state's largest transportation accounts to incorporate federal principles that promote accessibility, climate change, the environment, resilience, safety, and timeliness, among other principles. Specifically, AB 7 would apply to the application selection process for each transportation project that would be funded, at least partially, from the following state funding sources:

- The State Highway Account
- The Road Maintenance and Rehabilitation Account
- A local transportation fund
- The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006
- The Highway Users Tax Account
- The Trade Corridor Enhancement Account

AB 7 would require the following principles to be incorporated into the project selection process for any programs funded by the above-named accounts:

- Improving the condition, resilience, and safety of road and bridge assets consistent with asset management plans
- Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the federal Department of Transportation's January 2022 National Roadway Safety Strategy for safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care
- Supporting accelerated project delivery and an efficient environmental review process through the One Federal Decision framework and by continuing to coordinate with other federal partners to ensure that the benefits of projects are realized as soon as possible
- Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act
- Addressing environmental impacts ranging from stormwater runoff to the emissions of greenhouse gases
- Prioritizing infrastructure that is less vulnerable and more resilient to a changing climate
- Future-proofing transportation infrastructure by accommodating new and emerging technologies such as electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way
- Reconnecting communities and reflecting the inclusion of disadvantaged and underrepresented groups in the planning, project selection, and design process

California's transportation system consists of sidewalks, bike lanes, ports, light and commuter rail systems, local streets and roads, and highways. These various transportation infrastructure assets provide Californians with options to move around the state. The funding to sustain these assets comes from various sources, including local sales tax measures, state taxes and fees, federal taxes, and even public-private partnerships. In the Governor's January Budget, he estimates that a total of \$14.7 billion will be available for transportation from state and federal sources.

In November of 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which authorized \$1.2 trillion in various broadband, energy, transportation, and water

infrastructure types over a five-year period. Of that, \$567 billion in spending was specifically authorized for federal transportation programs. Already, California has announced \$20 billion in IJIA funding (both formula and competitive), of which \$15.14 billion is dedicated to transportation-related projects, \$4.6 billion is dedicated to clean energy, power, and environmental projects, and \$177 million is dedicated to broadband projects.

The adopted 2020 Connect SoCal outlines more than \$638 billion in transportation system investments through 2045, and the state and federal funds described above are an important component of implementing that plan.

At a time when the Legislature should be maximizing the State's ability to secure as much federal investment in our multi-modal transportation system, AB 7 introduces new layers of project selection criteria that must be incorporated in nearly every transportation project receiving any amount of state funding.

While it is important for California to maximize its share of federal funding, it is unclear how AB 7 will assist project sponsors in supporting that goal. AB 7 selects a whole host of federal goals and requires all local and regional projects to incorporate them, even if the local or regional project does not have a clear federal nexus. For example, AB 7 covers the Road Maintenance and Rehabilitation Account, which funds the Road Maintenance and Rehabilitation Program. A portion of the Road Maintenance and Rehabilitation Program is apportioned by formula to cities and counties for basic road maintenance and critical safety projects on local streets and roads. Local streets and road projects may not share all of the federal principles outlined in AB 7, putting into question the ability of local cities and counties to put those funds to work in their local communities.

SCAG will continue to monitor, collaborate, and engage on AB 7 to ensure that our region's concerns are included in the dialogue on this bill. Because AB 7 has passed the Assembly Transportation Committee, the LCMC recommends an OPPOSE position on this bill at this time.

Bill: AB 1000 **Author:** Assemblymember Eloise Gomez Reyes (D-San Bernardino)

Title: Logistics Projects

Status: Dead. Failed Assembly Local Government Committee on 04/26/2023.

Recommendation: NONE. For Information.

This bill would have prohibited a city or county from approving the development or expansion of any qualifying logistics use within 1,000 feet of sensitive receptors. AB 1000 defines sensitive receptors as residences, including a private home, apartment, or shelter, a school, daycare facility,

health care facility, community center, established community place of worship, prison or jail, or public playground or recreation center.

The bill would have authorized a local agency to approve the development or expansion of a qualifying logistics use greater than 750 feet from a sensitive receptor and within 1,000 feet of a sensitive receptor only if the local agency had taken certain actions, including, among other things, conducting a cumulative analysis of the air quality impacts of the warehouse development project.

AB 1000 failed to advance from the Assembly Local Government Committee by a vote of 2-1-5 on April 26, 2023.

Bill: AB 1335 **Author:** Assemblymember Rick Zbur (D-Santa Monica)

Title: Sustainable Communities Strategy and Regional Housing Needs Assessment.

Status: Passed Assembly Appropriations Committee on 04/19/2023. Pending vote on the Assembly Floor.

Recommendation: NONE. Regional Council adopted an OPPOSE position on AB 1335 at 04/06/2023 RC Meeting; the LCMC does not recommend any changes to the current position.

As originally introduced, AB 1335 would have required the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), thereby removing the ability for agencies like SCAG to develop our regional growth forecasts.

SCAG staff presented AB 1335 to the LCMC at its March 21, 2023, meeting with a recommendation to “watch” as conversations with the author were ongoing. The LCMC agreed with that recommendation and forwarded a watch position to the RC. Subsequent to that action, but before the RC’s April 6, 2023 meeting, AB 1335 advanced from the Assembly Transportation Committee on a vote of 11-3-1. After consultation with the LCMC Chair, staff requested that the LCMC Chair pull AB 1335 at the April 5, 2023, Executive-Administration Committee (EAC) meeting and April 6, 2023, RC meeting and request that the RC adopt an “oppose” position. The EAC agreed, and the RC adopted the “oppose” position.

The RC’s strong position on AB 1335 increased SCAG’s advocacy standing by submitting an official letter outlining SCAG’s concerns to the author and to every member of the State Assembly from the Southern California region. The letter was also shared with SCAG’s sister agencies from the Bay Area, Monterey Bay area, Sacramento, and San Diego regions. SCAG’s official position letter is attached to this report.

On May 12, 2023, AB 1335 was amended to remove the requirement that an MPO use the population growth forecasts produced by the DOF for the SCS. The removal of this requirement is a positive development so SCAG can maintain its robust population, housing, and jobs projection process, which includes the Local Data Exchange program, panel of demographic experts, and internal expert demographic staff when developing likely scenarios 25 years into the future.

Unfortunately, AB 1335 was also amended so that MPOs would have to plan for a commensurate amount of housing from their RHNA throughout the entire SCS planning period. Functionally, this means that SCAG would have to divide our total RHNA determination of 1.34 million by the eight-year RHNA planning period (=167,500 housing units) and then multiply that number across the total number of years of the SCS. SCAG's current RTP/SCS, the 2020 Connect SoCal, runs from 2020 to 2045 (=25 years). AB 1335 would, therefore, require SCAG's Connect SoCal to plan for 4.187 million new housing units in our region.

Given that California as a whole, not just the SCAG region, produced only 123,000 housing units in 2022 (a record not seen since 2008), the 4.187 million number AB 1335 would foist upon SCAG would be completely divorced from market reality. In addition, requiring SCAG to plan for such a huge number of housing units could have severe, unintended consequences related to federal transportation conformity or our Natural and Farmlands Conservation strategies in the SCS.

Because of AB 1335's recent and extremely problematic amendments, staff does not recommend any changes to the current "oppose" position. SCAG will continue to engage on AB 1335 to ensure that our region's concerns are reflected in this bill.

Bill: AB 1525 **Author:** Assemblymember Mia Bonta (D-Oakland)

Title: Transportation funding for priority populations.

Status: In Assembly Appropriations. Referred to suspense file.

Recommendation: Two-year bill.

Background:

This bill would direct the California Department of Transportation (Caltrans), California Transportation Commission (CTC), and California State Transportation Agency (CalSTA) to adopt a criteria and evaluation process that defines "priority populations" and assesses the benefits and potential harms of proposed transportation projects. Those agencies would then be required to submit an annual report, beginning in 2026, that details how proposed projects meet the evaluation criteria while requiring them to allocate at least 60% of transportation funds to projects within five identified programs located in, benefiting, and avoiding harm to those priority populations.

The five programs that this bill would impact include the following:

- Interregional Transportation Improvement Program (ITIP),
- State Highway Operation and Protection Program (SHOPP),
- Solutions for Congested Corridors Program (SCCP),
- Trade Corridor Enhancement Program (TCEP), and
- Local Partnership Program (LPP – Competitive).

The 60 percent target set by the agencies would be shared among the five identified programs. As such, the administering agencies would have the discretion to determine individual programmatic targets amongst themselves. If passed, Caltrans, CTC, and CalSTA would have one year to do public outreach to identify and set the criteria for identifying a priority population, followed by one year to identify projects that would fall under those criteria. Implementation would then begin by July 1, 2026.

AB 1525 is sponsored by the Greenlining Institute and is supported by the California Bicycle Coalition, Coalition for Clean Air, Move LA, Natural Resources Defense Council, and Safe Routes to School National Partnership. The bill is opposed by the Association General Contractors, California Alliance for Jobs, California State Council of Laborers, Rebuild SoCal Partnership, Riverside County Transportation Commission, and Transportation California.

Analysis:

SCAG is deeply committed to advancing equity in transportation planning, including it as a key component of Connect SoCal. Recognizing the demographic and economic diversity throughout our vast region, SCAG's work engages stakeholders in our regional and local planning activities as we seek to eliminate racial bias and barriers in both land-use and transportation planning. In line with these efforts and with the leadership and support of Senators Dianne Feinstein and Alex Padilla, SCAG secured \$480,000 in Community Project Funding for a "Highways to Boulevard Regional Study" in the FY 2022 Omnibus Appropriations Act. This study will identify and evaluate urban highways within the six-county SCAG region that could be converted to city streets that better fit the context of their surroundings, particularly within environmental justice areas and disadvantaged communities, working to remove barriers to mobility and economic opportunity due to highway construction.

Recommendation:

The LCMC recommends AB 1525 (Bonta) be made into a two-year bill to give more time to assess its impacts, especially noting any potential unintended consequences.

SCAG's equity goals may be aligned with the intent of AB 1525, but there may be numerous unintended consequences. Regional planning takes into consideration various other factors for assigning funding. Therefore additional time is needed to evaluate the bill in the context of existing

policies and programs and to ensure that local and regionally significant projects that accomplish other public policy goals, such as air quality, economic growth, housing production, and safety, are not negatively impacted.

Bill: SB 423 **Author:** Senator Scott Wiener (D-San Francisco)

Title: Streamlined approval for multi-family housing

Status: Passed Senate Appropriations Committee on 05/15/2023. Ordered to the "Suspense File."

Recommendation: NONE. For information.

Senator Scott Wiener (D-San Francisco) authored SB 35 (2017), which creates a streamlined, ministerial approval process for development proponents of multi-family housing in cities or counties that the Department of Housing and Community Development (HCD) has determined, based on the jurisdiction's most recent annual progress report, has failed to issue building permits consistent with the jurisdiction share of the regional housing need.

The development project must meet certain requirements, such as the site being in an urban infill site, zoned for residential use or residential mixed-use development with at least two-thirds of the square footage for residential use, and not located in the coastal zone. SB 35 also prohibits a local government from imposing parking standards for approved streamlined developments in cases in which the development is located within one-half mile of public transit or other specified circumstances. SB 35's authorities expire on January 1, 2026.

SB 423 would delete the January 1, 2026, repeal date, thereby making SB 35's authorities operative permanently. In addition, this bill would delete the standard prohibiting a multi-family housing development from being subject to the streamlined ministerial approval process if the development is located in a coastal zone.

No major changes have been made to SB 423 since the March 21, 2023, LCMC meeting, when staff last presented this bill.

This bill is supported by Abundant Housing-LA, the State Council of Laborers, the Council of Infill Builders, the Los Angeles Chamber of Commerce, and YIMBY Action. Presently, at least 39 SCAG region cities have filed their official opposition to SB 423, in addition to the Los Angeles County Division of the League of California Cities, the League of California Cities, Orange County Council of Governments, and the Ventura Council of Governments. SB 423 received a unanimous vote in the Senate Appropriations Committee, and a vote on the Senate floor is forthcoming.

Bill: SB 670 **Author:** Senator Ben Allen (D-Santa Monica)

Title: Vehicle Miles Traveled

Status: Held in Senate Appropriations Committee "Suspense File."

Recommendation: OPPOSE

Background:

SB 670 would require the California Air Resources Board (CARB), in consultation with the Governor's Office of Planning and Research (OPR) and Caltrans, to develop a methodology for assessing light-duty vehicle miles traveled (VMT) and to develop maps to display average VMT per capita in the state at the local, regional, and statewide levels. The bill would require CARB to update the methodology and maps at least every four years and make the maps publicly available on its website. Under certain circumstances, SB 670 would require CARB to provide technical assistance to any local agency requesting assistance concerning the usage and interpretation of the statewide map.

SB 743 (Chapter 386, Statutes of 2013) changed how improvement projects evaluate transportation impacts under the California Environmental Quality Act (CEQA). The objective of SB 743 was to balance mobility with the achievement of statewide greenhouse gas (GHG) reduction goals through the facilitation of infill development, encouragement of mixed-use, transit-accessible communities, and improvement of active transportation infrastructure while still ensuring that the environmental impacts of traffic such as noise, air pollution, and safety are properly addressed and mitigated.

In January 2019, the California Natural Resources Agency finalized updates to the CEQA Guidelines in response to the provisions of SB 743. SB 743 changes the methodological focus of CEQA transportation impact analysis from motor vehicle delay to the reduction of GHG emissions. The new requirements state that a project's impact on motor vehicle delay shall no longer be considered a significant CEQA environmental impact. The change replaces the previously used 'Level of Service' (LOS) metric, which assessed the amount of motor vehicle delay occurring on a highway segment or intersection, with a metric based on vehicle miles of travel (VMT).

Lead agencies were required to use the new VMT assessment provisions no later than July 1, 2020. After that date, local agencies were required to assess the amount of VMT generated by an applicable project as part of the CEQA process.

VMT may be calculated using a regional or statewide travel model or by using available spreadsheet-based VMT assessment tools. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a local project's VMT impact.

Analysis:

According to the author, SB 670 was introduced because not all jurisdictions have been successful in implementing SB 743. Many jurisdictions struggle with resourcing, conflicting data, methods for

data collection, and other issues which impact their ability to implement SB 743's required VMT analysis. The author asserts that in many parts of the state, cities, and counties lack adequate VMT mapping or have no VMT mapping at all.

For this reason, SB 670 requires CARB to establish a consistent methodology for VMT assessment and develop maps based on that assessment. SB 743, however, required OPR to prepare and submit revisions to the CEQA guidelines for establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Why CARB has been tasked with SB 670's responsibilities is unclear.

In addition, SB 670 would provide a source of substantial evidence when determining the significance of transportation impacts for new developments. However, this substantial evidence developed by the state agencies may conflict with or differ from the substantial evidence submitted by the lead agency, virtually guaranteeing more topics to litigate within CEQA. Specifically, having two sets of VMT maps with differing VMT analyses would play into the hands of NIMBYs seeking to weaponize CEQA to stop responsible community improvements.

Recommendation:

As part of its legislative priorities for the 2023 legislative session, SCAG asked the Legislature to establish a state task force to evaluate and make recommendations for comprehensive CEQA modernization. VMT maps developed pursuant to SB 670 have the potential to conflict with already existing information and VMT maps produced by SCAG, other regional agencies, or lead agencies. SB 670, as a result, would likely increase CEQA litigation, precisely the opposite of SCAG's long-standing goals concerning CEQA modernization. Therefore, the LCMC recommends an "oppose" position on SB 670.

Presently, SB 670 is supported by Climate Plan and Streets for All. The bill is opposed by the California Building Industry Association, California Chamber of Commerce, Orange County Business Council, Southern California Leadership Council, and Transportation California.

Prior Committee Action:

After receiving a report and staff presentation at its May 23, 2023 meeting, the LCMC unanimously voted to recommend an "oppose" position on AB 6 (Friedman), AB 7 (Friedman), and SB 670 (Allen). In addition, the LCMC recommends that AB 1525 (Bonta) be held as a "two-year bill." Lastly, the LCMC forwards informational updates on AB 1000 (Gomez Reyes), AB 1335 (Zbur), and SB 423 (Wiener) for the RC's awareness and edification.

FISCAL IMPACT:

Work associated with the staff report on Housing & Transportation Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.



ATTACHMENT(S):

1. Chair Friedman SCAG Data Request Letter and Response
2. AB 1335 (Zbur) - Oppose

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0044
(916) 319-2044
FAX (916) 319-2144

DISTRICT OFFICE
300 EAST MAGNOLIA BOULEVARD, SUITE 504
BURBANK, CA 91502
(818) 558-3043
FAX (818) 558-3042

E-MAIL
Assemblymember.Friedman@assembly.ca.gov



COMMITTEES
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ARTS, ENTERTAINMENT, SPORTS,
AND TOURISM
BUDGET
NATURAL RESOURCES
WATER, PARKS AND WILDLIFE

BUDGET SUBCOMMITTEE NO. 3 ON
CLIMATE CRISIS, RESOURCES,
ENERGY, AND TRANSPORTATION

March 13, 2023

Kome Ajise Executive Director
Southern California Association of Governments
900 Wilshire Blvd, Suite 1700
Los Angeles, CA 90017

Re: Information Regarding Current Plan Expenditures and Vehicles Miles Traveled Reductions

Dear Director Ajise:

We are at the beginning of a transportation renaissance that incorporates improved health and safety, housing, equity, and the state's climate goals into decisions we make about transportation investments. I appreciate and recognize the dedicated work SCAG has done to incorporate SB 375 (Steinberg), Chapter 728, Statutes of 2008, principles into local funding and planning. Our goals are shared in this space.

We are nearly a decade after passage of SB 743 (Steinberg) Chapter 386, Statutes of 2013, and are still working on how to incentivize and better prioritize projects that more closely align with our climate, safety, and equity goals. While outcomes differ from project to project, investing in added roadway capacity, such as new or widened roadways or interchanges, often induces additional vehicle-miles traveled (VMT) and climate pollution.

I have a suite of bills this year (AB 6 and AB 7) that are working towards the transportation sector reducing its greenhouse gas emissions and vehicle mile traveled. This is a state and local issue, and I need your help. Our funding is constrained, and with climate change and the cost of living, and Californian's quality of life is getting harder to maintain. Your responses to the list of questions posed below will help to better inform policy around what is considered a climate efficient and equitable project, and what projects are being prioritized. I request the following factual information, as soon as possible, to help answer the following overriding policy related questions:

- What estimation or percentage of all funding sources in your region is being spent to maintain and operate the existing transportation system?
- What estimation or percentage of all funding sources in your region is being spent on new investments that are targeted to reduce VMT? What types of projects are these?

Attachment: Chair Friedman SCAG Data Request Letter and Response (Housing and Transportation Bills of Interest Follow-Up)

- Does your MPO spend more, less or the same (as a percent of total budget) on new projects that are targeted to reduce VMT in the first few plan years (e.g. 5--10) as they do in the later years?
- How much of the total budget for SCSs helps to implement the types of infill housing supported by, for example, Transit Priority Areas in SB375, AB2011, AB 2097 or MPO designated infill areas (functionally similar to MTCs Priority Development Areas)? What are the opportunities and constraints (legal and/or political) to allocating more existing resources to these areas?

The types of information that would help us answer these questions include the following (these are examples, please feel free to provide different or additional relevant information that you have access to).

1. A complete summary and categorized list of current plan expenditures for two periods: a short horizon (e.g. 5-8 years) and the remaining plan years.
 - 1a. For example, categories would include transit operations, transit capital, active transportation, road operations and maintenance, road capacity, et cetera. I understand that each MPO draws categories differently.
 - 1b. Specifically, we are requesting information about fiscally-constrained plan expenditures.
2. Examples of VMT reducing transportation projects that would advance state climate goals if implemented in the shorter 5-8 year time horizon, including barriers and possible solutions to accomplishing these projects sooner than currently planned.
3. The percentage of your region's recent (last 2-5 years) housing growth that has occurred in infill areas.
4. The percentage of your plan's future housing that is forecast to occur in infill areas and initial thoughts on whether recently passed legislation, e.g. AB 2011, AB 2097 will effectively increase the rate of infill housing construction in your plan.
5. Thoughts about further land use regulatory changes and the quantity and uses of additional funding that would effectively increase the rate of infill housing construction in your plan.
6. Please provide any existing studies/plans for infill housing in subareas of your region that identify the adequacy of existing non-transportation infrastructure (e.g. water, sewer, etc.) and estimates of amount of funding needed for any upgrades in that infrastructure necessary to serve the forecasted growth in infill housing.

Please let us know as soon as possible when you will be able to respond to any or all of the items in this request. We would rather receive any information you can provide incrementally as opposed to waiting for you to assemble the complete package.

Finally, we will share a draft with you of anything we prepare that uses the information you provide to make sure we are reporting it accurately and in the right context to promote understanding.

I appreciate our partnership, and look forward to working on these issues together. Please do not hesitate to reach out to myself or my staff as we work towards understanding how to build a transportation system that puts people before the car. We look forward to having a conversation with you about the information you are able to provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Friedman". The signature is fluid and cursive, with the first name "Laura" and last name "Friedman" clearly distinguishable.

LAURA FRIEDMAN
Assemblymember, 44th District



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

May 2, 2023

The Honorable Laura Friedman
Chair, Assembly Transportation Committee
1021 O Street, Suite 5740
Sacramento, California 95814

RE: Information Regarding SCAG 2020 – 2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Expenditures and Vehicles Miles Traveled Reductions

Dear Chair Friedman:

Thank you for the letter dated March 13, 2023, requesting information on SCAG’s RTP/SCS. SCAG’s RTP/SCS, marketed as Connect SoCal, was adopted by the Regional Council on September 3, 2020. As the agency responsible for developing the blueprint to achieve our region’s greenhouse gas (GHG) emissions reduction goals, I am pleased to provide the information requested.

From a big-picture perspective, Connect SoCal was developed through a four-year planning process which builds and expands upon existing land use and transportation strategies that increase mobility options and achieve a more sustainable growth pattern for Southern California. Connect SoCal includes more than 3,000 individual projects, including but not limited to active transportation projects, managed lanes, railroad grade separations, and street safety improvements. These 3,000 projects are evaluated as a system. In their totality, these 3,000 projects, when combined with other plan strategies, achieve the SCAG region’s 19 percent per capita GHG emissions reduction goal, as determined by the California Air Resources Board (CARB Executive Order G-20-239).

The following information is in response to questions posed in your letter relating to overriding policy considerations, such as climate-efficient and equitable projects and how projects are being prioritized in Connect SoCal.

Question 1 – What estimation or percentage of all funding sources in your region is being spent to maintain and operate the existing transportation system?

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Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

Answer 1 – Connect SoCal is financially constrained and includes revenues from “traditional” core revenue sources, such as existing local, state, and federal sources as well as more innovative but reasonably assured sources of revenue. Together, both core and reasonably assured revenue sources total \$638.9 billion from Fiscal Year (FY) 2020-21 through FY 2044-45. Please note that this figure and others referenced in this letter are reported as Year of Expenditure (YOE) dollars, meaning they consider the inflation rate over the time covered by Connect SoCal. Of the total plan cost of \$638.9 billion, \$316.0 billion is assigned to maintain and operate the existing transportation system, representing 49.5 percent of the total.

Question 2 – What estimate or percentage of all funding sources in your region is being spent on new investments that are targeted to reduce VMT? What types of projects are these?

Answer 2 – As mentioned above, Connect SoCal represents \$638.9 billion of total investment. Of this, \$287.3 billion represents investments in new capital projects and other programs in Connect SoCal. Of this \$287.3 billion, \$176.6 billion is for new investments targeted to reduce vehicle miles traveled (VMT), accounting for 27.6 percent of the total plan. New capital projects and programs that specifically reduce VMT include transit, passenger rail, active transportation, transportation demand management (TDM), high occupancy vehicle/express lanes (which provide dedicated lanes for transit and high occupancy vehicles), and other safety, road pricing mitigation programs, and regional plug-in electric vehicle charging stations programs.

Additionally, Connect SoCal includes \$200.5 billion for transit and passenger rail operations and maintenance (O&M). These O&M costs account for 31.4 percent of the total plan.

When accounting for new capital projects and other program investments (\$176.6 billion) and O&M expenditures (\$200.5 billion), 59.0 percent of Connect SoCal’s total investments are targeted to reduce VMT.

Question 3 - Does your MPO spend more, less or the same (as a percent of total budget) on new projects that are targeted to reduce VMT in the first few plan years (e.g. 5--10) as they do in the later years?

Answer 3 – The table below breaks down Connect SoCal into five-year columns. Each column reports the percentage of the Plan’s total cost that is targeted towards projects and programs targeted to reduce VMT. As illustrated in the table below, Connect SoCal spends the highest share of investments in the middle of the Plan (FY 2031 – FY 35). This is followed by the latter years of the Plan, although these are generally comparable. The final column represents the cumulative total.

	FY21- FY25	FY26- FY30	FY31- FY35	FY36- FY40	FY41- FY45	Total (FY21-FY45)
Share of Capital Projects and Other Programs	55.3%	61.9%	72.2%	54.9%	60.4%	61.5%
Share of Operations and Maintenance (O&M)	62.7%	61.5%	62.9%	62.6%	65.5%	63.4%
Share of Total Plan Cost	55.2%	57.4%	64.0%	55.6%	60.9%	59.0%

Question 4 – How much of the total budget for SCSs helps to implement the types of infill housing supported by, for example, Transit Priority Areas in SB375, AB2011, AB 2097 or MPO designated infill areas (functionally similar to MTCs Priority Development Areas)? What are the opportunities and constraints (legal and/or political) to allocating more existing resources to these areas?

SCAG’s Connect SoCal contains a single financial plan for all components, including the SCS. Consistent with federal and state requirements for long-range, metropolitan transportation plans, the Connect SoCal financial plan does not include separate housing cost or revenue estimates. Revenues included in Connect SoCal are restricted to transportation uses only. Nevertheless, many infrastructure projects can support land use strategies that promote climate friendly, infill housing development.

The share of transportation revenues that help to implement infill housing can reasonably be assumed to align with new investments targeted to reduce VMT. This is because locating new households and employment growth around bus and rail stations can reduce the number and length of vehicle trips by encouraging more bicycle/pedestrian and transit use and can also support transit investments by creating density around stations to boost ridership.

SCAG also incorporated an assumption of Enhanced Infrastructure Financing Districts (EIFDs) for transit-supportive housing-related infrastructure in Connect SoCal, representing about \$3.0 billion over the life of the plan. Tax increment financing is an essential tool that provides cities and counties with a funding source to improve infill sites, combine parcels, and subsidize affordable housing development, which is why SCAG is an enthusiastic supporter of your Assembly Bill (AB) 930 this year.

Outside of Connect SoCal, the programs funded through SCAG’s Regional Early Action Planning (REAP 2.0) Grant Program will help implement the strategies in Connect SoCal. SCAG’s REAP 2.0 Program combines coordinated and transformative housing development and finance, land use, and transportation strategies to help achieve California’s housing and greenhouse gas emission reduction goals.

SCAG’s REAP 2.0 Framework includes the following objectives:

- Support transformative planning and implementation activities that realize Connect SoCal;
- Promote infill development across the Southern California region, as identified in Connect SoCal;
- Represent best practices in VMT reduction;
- Leverage and augment the Connect SoCal implementation strategy to support activities that can be implemented quickly and consistently with community-driven priorities;
- Build regional capacity to deliver housing that realizes 6th Cycle RHHA goals; and
- Demonstrate consistency with SCAG’s Racial Equity Early Action Plan.

In summary, SCAG’s core program objectives for the REAP 2.0 grant program are aligned with and support (1) the acceleration of infill development that facilitates housing supply, choice, and affordability, (2) affirmatively furthering fair housing, and (3) reducing VMT. SCAG is eligible for up to \$246 million from the REAP 2.0 program.

The following information is provided to build upon the responses to the questions posed above.

1. **A complete summary and categorized list of current plan expenditures for two periods: a short horizon (e.g. 5-8 years) and the remaining plan years.**

Costs (YOE dollars in billions)	FY21- FY25	FY26- FY45	Total
<i>Capital Projects and Other Programs</i>	<i>36.2</i>	<i>251.1</i>	<i>287.3</i>
Arterials	7.1	13.6	20.7
Goods Movement (including Grade Separations)	4.8	61.2	66.0
High-Occupancy Vehicle/Express Lanes	0.9	12.5	13.4
Mixed-Flow and Interchange Improvements	2.7	7.6	10.3
Transportation System Management (including Intelligent Transportation Systems)	1.4	12.3	13.7
Transit	10.9	55.9	66.8
Passenger Rail	4.6	48.7	53.3
Active Transportation	1.6	16.1	17.7
Transportation Demand Management	0.7	6.6	7.3
Other*	1.5	16.6	18.1
<i>Operations and Maintenance</i>	<i>35.9</i>	<i>280.2</i>	<i>316.0</i>
State Highways	8.5	59.5	68.0
Transit	20.5	153.4	173.9
Passenger Rail	2	24.6	26.6
Regionally Significant Local Streets and Roads**	4.8	42.7	47.5
<i>Debt Service</i>	<i>5.2</i>	<i>30.4</i>	<i>35.6</i>
Cost Total	\$77.3	\$561.7	\$638.9

Note: numbers may not sum to total due to rounding.

* Includes Safety, Transportation Demand Management Incentive Program, Road Pricing Mitigation Program, Regional Plug-In Electric Vehicle Charger Program, and Others.

** Includes \$4.8 billion for active transportation in addition to capital project investment level of \$17.7 billion for a total of \$22.5 billion for active transportation improvements.

2. Examples of VMT reducing transportation projects that would advance state climate goals if implemented in the shorter 5-8 year time horizon, including barriers and possible solutions to accomplishing these projects sooner than currently planned.

SCAG’s current target is to reduce GHG emissions from automobiles and light-duty trucks by 19 percent per capita by 2035, relative to 2005 emissions levels, as established by CARB. After excluding exogenous and baseline factors (phenomena that impact the calculation of SCAG’s GHG reduction target achievement but are outside the influence of SCAG’s programs and policies, such as the cost of gasoline), the most significant contributions to achieving GHG emission reductions are road pricing (19%*), land use strategies (18%*), and electric vehicle (EV) charging infrastructure (16%*). The balance (48%*) includes strategies such as car share, bike share, micromobility, transit/TNC partnerships, parking deregulation, multimodal dedicated lanes, and the like. Each of these individual strategies, however, accounts for significantly fewer emissions reductions than pricing, land use strategies, or EV charging infrastructure.

It is worth noting that transportation infrastructure projects included in Connect SoCal account for only 4.6 percent of the plan’s GHG emission reduction strategies. This 4.6 percent reduction from transportation infrastructure projects includes transit projects (6.8%*), active transportation projects (0.5%*), and road capacity projects (+2.7%*). These detailed calculations are submitted to CARB in a Technical Methodology with the submittal of SCAG’s SCS following plan adoption. While this documentation is focused on GHG emissions, the calculation of GHG emission reduction is highly correlated with VMT reduction.

Since road pricing policies are SCAG’s most impactful GHG emission reduction strategies, robust state assistance is fundamental to advancing pricing strategies included in Connect SoCal. State assistance should also include funding to deploy pilot programs and legislation to authorize the establishment of pilot programs. Additionally, political champions are needed to build public understanding and support for how pricing programs, coupled with universal basic mobility/mobility wallets, mobility hubs, and similar strategies, will reduce VMT and GHG.

*Indicates % of total GHG emission reduction from plan strategies, not absolute GHG emission reduction.

3. The percentage of your region’s recent (last 2-5 years) housing growth that has occurred in infill areas.

According to the Department of Housing and Community Development’s Annual Progress Report data over 2018-2020, 65.6 percent of newly completed housing units in the SCAG region were constructed in at least one Priority Development Area (PDA), as defined in Connect SoCal.

Connect SoCal designates PDAs as High-Quality Transit Areas, Transit Priority Areas, Jobs Centers, Livable Corridors, and Neighborhood Mobility Areas. These are areas in the SCAG region with more mobility options and opportunities for shorter trips. This 65.6 percent figure represents tremendous progress for the Southern California region. In 2012, the year of SCAG’s first RTP/SCS, there were 5.9 million households in the region. By 2019, this number grew to approximately 6.2 million households. While the term “households” is not directly equivalent to “housing units,” it generally means that 95 percent of the SCAG region’s housing stock predates 2012. At that time, only 30 percent of SCAG region households were located near transit, whereas between 2010 and 2020, closer to 40 percent of total housing units in the SCAG region were built near high-quality transit areas.

4. The percentage of your plan’s future housing that is forecast to occur in infill areas and initial thoughts on whether recently passed legislation, e.g. AB 2011, AB 2097 will effectively increase the rate of infill housing construction in your plan.

Over the life of the plan, Connect SoCal assumes that the Southern California region will increase by 1.6 million housing units, with about 62 percent of those new units being developed in at least one PDA. As SCAG works to update Connect SoCal’s 2020 version with the 2024 version, we anticipate the percentage of housing units located in at least one PDA to increase to about 65 percent.

In Connect SoCal, PDAs account for only four percent of our region’s total land area. Implementing SCAG’s recommended growth strategies will help these areas accommodate about 65 percent of forecasted household growth and 74 percent of forecasted employment growth.

AB 2011 and AB 2097 have the ability to spur housing development in PDAs as they would reduce the approval process at the local level and the cost of parking for sites that are within a half-mile of public transit.

5. Thoughts about further land use regulatory changes and the quantity and uses of additional funding that would effectively increase the rate of infill housing construction in your plan.

For all its promise, infill development remains extremely expensive due to the complexities of construction in established neighborhoods and the need to expand or relocate existing utility infrastructure to accommodate increased usage. Therefore, SCAG recommends continued investment in the Infill Infrastructure Grant (IIG) and Affordable Housing Sustainable Communities (AHSC) programs. The IIG program provides funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Developers and local governments partner to apply for grant funding for urban parks, sidewalk and streetscape improvements, water, sewer, or other utility service improvements, transit linkages, transit shelters, or other infrastructure needs that facilitate infill housing in climate-friendly, infill locations. The AHSC program provides subsidies for affordable housing projects

near jobs, commercial centers, transit linkages, and other essentials of daily life. For both programs, the projects' proximity to transit reduces commute distances and times, thereby providing needed funding to implement land use strategies that reduce GHG emissions.

In summary, additional funding for the following purposes could effectively increase the rate of infill housing construction:

- Planning, predevelopment (including environmental);
 - Infrastructure and utility investments to support housing production (planning and capital);
 - Housing funding supporting the development of financing tools as well as directly funding housing production and affordable housing gap financing;
 - Technical capacity building at the local level (staffing resources to secure and manage funded projects);
- 6. Please provide any existing studies/plans for infill housing in subareas of your region that identify the adequacy of existing non-transportation infrastructure (e.g. water, sewer, etc.) and estimates of amount of funding needed for any upgrades in that infrastructure necessary to serve the forecasted growth in infill housing.**

SCAG is unaware of any plans or studies identifying the adequacy of existing (non-transportation) infrastructure and related costs. As part of the REAP 2.0 program mentioned above, however, we are launching a Regional Utility Supporting Housing (RUSH) Pilot Program. The RUSH Pilot Program will focus on investments in utility infrastructure planning and capital improvements supporting jurisdictions to meet 6th cycle housing elements and REAP 2 program objectives. Utilities refer to electric, water, stormwater, or sewer but exclude gas or other fossil fuels. We are hopeful that this pilot will serve as a resource and provide meaningful information on this important topic.

SCAG is committed to providing any additional information you may need as conversations concerning accelerating implementation of our climate strategies continue to unfold in Sacramento. To follow up on this letter or inquire about future data needs, please do not hesitate to contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at gilhooley@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



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

May 1, 2023

The Honorable Rich Chavez Zbur
Assemblymember, 51st District
1021 O Street, Suite 4350
Sacramento, CA 95814

RE: OPPOSE AB 1335 – Population Forecasts

Dear Assemblymember Chavez Zbur:

On behalf of the Southern California Association of Governments (SCAG), I regret to inform you of our opposition for Assembly Bill (AB) 1335. This bill would require the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), thereby taking away the ability for agencies like SCAG to develop our own regional growth forecasts.

In developing the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), SCAG develops a growth forecast of likely outcomes that balances many policy goals, such as air quality conformity, congestion reduction, equity, housing, and greenhouse gas emissions reduction. In contrast, DOF’s projections are a single-objective population forecast (births, deaths, migration) which exist primarily to inform the distribution of funds for various state programs. While the DOF’s population growth projections are robust, they do not include employment or household growth projections, or other regional policy goals, as does SCAG’s. SCAG’s ability to fulfill these myriad obligations would be adversely affected if we were required to hew to projections which, according to their manual, “may not accurately project the future population of the state or the counties when future events do not follow past trends.” The needs of regional planning necessitate the consideration of alternative, yet still very plausible, future scenarios.

Additionally, the DOF is not required to conduct comprehensive public participation or consultation on developing its population projections the way an RTP/SCS projection must. Currently, SCAG meets with all local jurisdictions as part of our Local Data Exchange program to collect on the ground conditions, including the communities in your district. The information gathered from those meetings informs SCAG population, households, and jobs forecasts. The forecasts are then refined by a

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Frank Yokoyama, Cerritos
- Energy & Environment
Deborah Robertson, Rialto
- Transportation
Ray Marquez, Chino Hills

Attachment: AB 1335 (Zbur) - Oppose (Housing and Transportation Bills of Interest Follow-Up)

combination of SCAG staff, technical consultants, and a panel of demographic experts. SCAG's Community, Economic, and Human Development Committee and Regional Council consider principles and a process which guide our RTP/SCS forecasts. These meetings provide members of the public an opportunity to review and comment on the forecasts' development. In summary, SCAG's growth forecasts are comprehensive, are tailored specifically to the unique conditions of the Southern California region, and allow us to fulfill our wide-ranging state and federal planning obligations.

Furthermore, SCAG has grave concerns related to AB 1335's consultation procedures and the staffing costs the requirement will necessitate. Currently, SCAG conducts exhaustive consultation with the California Air Resources Board (CARB) concerning the 20 greenhouse gas reduction strategies contained in our adopted 2020-2045 RTP/SCS. Because of the magnitude of the collaboration, this consultation is very extensive and nearly on-going, requiring the participation of multiple Full Time Equivalent (FTE) staff persons on an annual basis for both SCAG and CARB. SCAG also conducts consultation with the Department of Housing and Community Development (HCD) once every eight years for the development of our household projections that inform the Regional Housing Needs Assessment. The consultation with HCD is roughly ¼ FTE for one and one-half years. SCAG estimates that AB 1335's consultation procedure will be an addition to the aforementioned consultations with fewer than what is required with CARB but more than what is required with HCD, since the RTP/SCS growth forecasting process is conducted on a four-year cycle. AB 1335 makes no provision to assist regional agencies with these new costs, nor does it address the additional personnel needed at DOF to respond to and liaise with California's 18 Metropolitan Planning Organizations.

Because of the reasons listed above, we respectfully oppose AB 1335. If you have any questions, please contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at gilhooley@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director

cc: Members of the Southern California Legislative Delegation



AGENDA ITEM 6
REPORT

Southern California Association of Governments
May 31, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: 2023 Sacramento Summit Legislation Follow-Up

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends a “support” position for AB 585 (Rivas), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), as well as a “support if amended” position for AB 1332 (Carrillo).

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:

During SCAG’s 2023 Sacramento Summit, members of the SCAG delegation were asked by state legislators during scheduled advocacy meetings to review several pieces of legislation. Staff took note of those requests and presented them to the Legislative/ Communications & Membership Committee (LCMC) at its May 23, 2023, meeting. The LCMC reviewed the requested bills and recommended the following positions: “support” for AB 585 (Rivas), AB 744 (Carrillo), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1332 (Carrillo).

BACKGROUND:

SCAG held its annual Sacramento Summit from Monday, April 17, through Tuesday, April 18, 2023. Members of the SCAG delegation met with over 30 legislative offices, including staff and legislators. During the meetings, various legislators requested that SCAG take note of specific legislative bills. SCAG staff collected these and brought them before the LCMC for review. The LCMC reviewed the bills at their meeting on Tuesday, May 23, 2023, and is requesting that the Regional Council forward the following positions: “support” position for AB 585 (Rivas), AB 744 (Carrillo), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1332 (Carrillo).

Summaries of the six bills are below.

LCMC recommends SUPPORT for the following five legislative bills:

Bill: AB 585 **Author:** Assemblymembers Robert Rivas (D-Salinas) and Cottie Petrie-Norris (D-Irvine)

Title: Achieving California’s Climate Goals.

Status: Read second time. Ordered to third reading.

This bill would require the state to regularly assess clean infrastructure needs across sectors and publish annual progress reports identifying where faster buildout of clean infrastructure is needed. The California Council on Science and Technology (CCST) would be requested to perform a literature review every two years, including source materials, to assess the infrastructure project types, scale, and pace necessary to achieve the quantities of renewable energy and the distribution and transmission networks necessary, to achieve the state’s energy, climate change, and air quality goals.

Simultaneously, the State Clearinghouse at the Office of Planning and Research would be required to provide an annual progress report to the Joint Legislative Committee on Climate Change regarding the number of permit applications, permitted projects approved, and the number of projects commissioned for each of the infrastructure categories identified in the CCST report. The State Clearinghouse is asked to collaborate with the Energy Commission, the Public Utilities Commission, the state board, and the Independent System Operator as it forms its report.

This bill was recently amended to take effect immediately upon passage as an urgency statute.

Funding required for these purposes would be appropriated by the Legislature.

AB 585 (Rivas) is supported by the California Council for Environmental & Economic Balance (sponsor), American Federation of State, County, and Municipal Employees (AFSCME), California Environmental Voters, California Trucking Association, and the Clean Air Task Force. It has no opposition on file.

The LCMC is recommending a “support” position as it aligns with Item 6 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which encourages the coordination of state agencies to collect and share data.

Bill: AB 744 **Author:** Assemblymember Juan Carrillo (D-Palmdale)

Title: California Transportation Commission: data, modeling, and analytic software tools
Procurement

Status: Read second time. Ordered to third reading.

This bill would authorize the California Transportation Commission (CTC) to take a leading role in the acquisition of data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate goals. Additionally, the bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies.

AB 744 (Carrillo) is supported by the League of California Cities, California State Association of Counties, Transportation California, CalCOG, Self Help Counties, Streets for All, and Streetlight. It has no opposition on file.

The LCMC is recommending a “support” position as it aligns with Item 6 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which supports the securing of funding to support the coordination among various public agencies to collect and share data, which reflects emerging technologies and mobility choices, among others.

Bill: AB 1181 **Author:** Assemblymember Rick Chavez Zbur (D-Santa Monica)
Title: Energy Resilience for Multifamily and Affordable Homes
Status: In Appropriations Committee. Held under submission.

This bill would make it easier for multifamily homes to achieve energy reliability and lower electricity costs for their tenants by directing the California Public Utilities Commission (CPUC) to improve financial incentives for pairing battery and solar panels in multifamily homes and ensure tenants receive direct economic benefit from these technologies.

Existing law requires the Public Utilities Commission to set aside at least 10 percent of the funds for the California Solar Initiative to install solar energy systems in low-income residential housing. If the bill is passed, the Public Utilities Commission (CPUC) would be directed to evaluate program or tariff improvements to multifamily installations of hybrid resources. Specifically, the CPUC would evaluate the inclusion of energy storage paired with solar energy systems and consider possible adjustments to the program to facilitate the installation of energy storage technologies with new or existing solar energy systems.

AB 1181 (Zbur) is supported by the California Housing Partnership (Sponsor), Association for Energy Affordability, California Democratic Party Renters Council, California Environmental Voters, Clean Coalition, Grid Alternatives, Los Angeles County Board of Supervisors, and the Non-Profit Housing Association of Northern California. There is no opposition on file.

While the bill was held under submission in the Assembly Appropriations Committee, the LCMC would still recommend a “support” position be forwarded as they support the policy.

LCMC is recommending a “support” position for this bill as it aligns with Item 3 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which, among other things, encourages making on-site energy storage available.

Bill: AB 1488 **Author:** Assemblymember Greg Wallis (R-Palm Desert)

Title: California Environmental Quality Act: environmental leadership development projects: water storage, water conveyance, and groundwater recharge projects: streamlined review

Status: Failed Deadline pursuant to Rule 61 (a)(2). (Last location was Natural Resources on 3/9/2023) (May be acted upon January 2024)

This bill would allow water storage, water conveyance, and groundwater recharge projects to benefit from the Jobs and Economic Improvement through the Environmental Leadership Act of 2021’s expedited CEQA judicial review procedures. Several laws have established the importance of expedited judicial review for types of projects essential for California’s future. In 2011, AB 900 (Buchanan) and SB 292 (Padilla) established this concept for large-scale projects, which were used to construct football stadiums and convention centers. In 2021, SB 7 (Atkins), which SCAG supported, expanded the expedited standards to include smaller housing projects to help the state meet its housing needs.

The Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1) authorized \$7.545 billion in general obligation bonds to fund ecosystems, watershed protection and restoration, and water supply infrastructure projects, including surface and groundwater storage and drinking water. Of those funds, \$2.7 billion was dedicated to the Water Storage Investment Program through the California Water Commission. AB 1488 (Wallis) seeks to help expedite the delivery of those projects by adding water storage, water conveyance, and groundwater recharge projects to the list of projects eligible to use expedited CEQA judicial review procedures under the guidelines re-established by SB 7 (Atkins), making no other changes to the program.

The LCMC recommends “support” for this bill as it is consistent with Item 3 of the Project Streamlining section of SCAG’s 2023 State Legislative Platform, which supports judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit.

Bill: SB 860 **Author:** Senator Steven Bradford (D-Gardena)

Title: Affordable Connectivity Program Outreach

Status: In Assembly Appropriations: Held in Committee and under submission.

The Office of Broadband and Digital Literacy within the Department of Technology oversees the acquisition and management of contracts for the development and construction of a statewide open-access middle-mile broadband network, as well as the maintenance and operation of the network.

This bill would require that office to use existing and available materials to create an awareness campaign of broadband discount service and device programs, including but not limited to the federal Affordable Connectivity Program. The office would then collaborate with all state and local agencies that interact with low-income California households to disseminate the information.

SB 860 (Bradford) is supported by USTelecom-The Broadband Association (Sponsor), the California Independent Telecommunications, and the Utility Reform Network (TURN). There is no opposition on file.

While the bill was held under submission in the Assembly Appropriations Committee, the LCMC would still recommend a “support” position be forwarded as they support the policy.

The LCMC is recommending a “support” position for this bill as it aligns with Item 1 under the Broadband Access section of SCAG’s 2023 State Legislative Platform, which supports coordinated efforts that would prioritize additional resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide.

LCMC recommends SUPPORT IF AMENDED for the following legislative bill:

Bill: AB 1332 **Author:** Assemblymember Juan Carrillo (D-Palmdale)

Title: Accessory dwelling units: preapproved plans.

Status: In Senate. Read first time. To Committee on Rules for assignment.

This bill would require local governments to create a program for the preapproval of Accessory Dwelling Units (ADUs) by January 1, 2025. The program would have to comply with all requirements, including accepting ADU plan submissions for preapproval, approving or denying the applications for preapproval pursuant to existing ADU law, and posting the preapproved ADU plans to their website with the contact information provided by the applicant. Local agencies would be able to charge a permitting fee for reviewing the submission for preapproval as if they were reviewing a site-specific ADU plan.

Additionally, this bill would require local agencies to approve or disapprove an application for a detached ADU within 30 days from receipt of the completed application within the specified parameters, including a plan for an ADU that the local agency has preapproved or a plan that is

identical to a plan used in an application for a detached ADU approved by the local agency within the current triennial California Building Standards Code rulemaking cycle.

The LCMC recommends that this bill be amended to require the California Department of Housing and Community Development (HCD) to develop model preapproval programs that local jurisdictions can use, but are not required, to comply with the law. While some jurisdictions already have been developing their own ADU preapproval plan programs, some smaller jurisdictions with very limited staff capacity may find the requirement costly and burdensome to establish. Having HCD as a resource would help reduce costs and make compliance more feasible for smaller jurisdictions whose planning staff can be as small as one individual.

Additionally, staff recommends that the bill be amended to provide protection from liability. Including the contact information associated with the preapproved plans can be perceived as an endorsement from the local jurisdictions.

AB 1332 (Carrillo) is supported by the Bay Area Council and the Casita Coalition. The California Building Officials have taken a “support if amended” position. There is no opposition on file.

The LCMC recommends a “support if amended” position for this bill, offering up the amendments mentioned, as it aligns with Item 1 under the Project Streamlining section of SCAG’s 2023 State Legislative Platform, which supports reform that expedites and streamlines project development and delivery, including housing.

Prior Committee Action

At the LCMC meeting on May 23, 2023, staff presented the following recommended positions: “support” for AB 585 (Rivas), AB 744 (Carrillo), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1332 (Carrillo). After receiving a report and staff presentation, the Committee voted unanimously to confirm the staff-recommended positions and forward them to the RC.

FISCAL IMPACT:

Work associated with the staff report on the 2023 Sacramento Summit Legislation Follow-Up is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 7
REPORT

Southern California Association of Governments
May 31, 2023

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

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

Subject: Safety, Resilience, and Housing Bills - Support

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

The Legislative/Communications and Membership Committee (LCMC) recommends a support position on Assembly Bill (AB) 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino).

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 May 23, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) members received a report on seven bills related to safety, resilience, and housing policy. After discussion and deliberation, the LCMC voted to forward recommendations to the Regional Council (RC) to adopt a support position on AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino).

BACKGROUND:

SCAG is monitoring over 200 legislative bills relating to active transportation, affordable housing, housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. At its May meeting, the LCMC forwarded a recommendation for the Regional Council to support the following five bills: AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), SB 517 (Gonzalez), and SB 538 (Portantino). These bills would further the principles included in the Regional Council’s adopted legislative platform.

Summaries of all five bills are included below.

The LCMC recommends SUPPORT for the following five legislative bills:

Bill: AB 364 **Author:** Assemblymember Isaac Bryan (D-Los Angeles)
Title: Statewide Street Furniture Data
Status: Pending Asm. Floor Vote.

This bill would create a data platform for street furniture, including bus shelters, benches, trash receptacles, and public toilets. The bill would also require the California Department of Transportation (Caltrans) to develop guidelines for sharing street furniture data and submit a report to the Legislature every three years to update the guidelines. Caltrans would be required to consult with the California Transportation Commission, state transportation agencies, the Office of Planning and Research (OPR), the Department of Public Health, local agencies, and metropolitan transportation organizations to develop data-sharing guidelines. It designates the Integrated Climate Adaptation and Resiliency Program (ICARP) Technical Advisory Council to review and make recommendations on Caltrans' guidelines to increase public accessibility for street furniture data. Lastly, this bill would require Caltrans and OPR to make this data publicly available so that trip planner applications can use it to help transit customers plan their trips. The Appropriations Committee estimates this bill would cost Caltrans hundreds of thousands of dollars to implement.

AB 364 passed unanimously out of the Assembly Privacy & Consumer Protection, Asm. Transportation, and Asm. Appropriations Committees. This bill is sponsored by Move LA and is supported by various SCAG partners and other Community-Based Organizations, including Pacoima Beautiful, Streets for All, Coalition for Clean Air, Santa Ana Active Streets, Costa Mesa Alliance for Better Streets, Active San Gabriel Valley, Norwalk Unides, and the California Bicycle Coalition. There is no registered opposition.

The LCMC recommends a "support" position as it aligns with Item 2 under Building Resilience to support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and Item 1 under Transit & Rail to support legislative efforts that expand public transit operations and maintenance.

Bill: AB 785 **Author:** Assemblymember Miguel Santiago (D-Los Angeles)
Title: LA CEQA Streamlining for Homelessness
Status: Passed in the Assembly 74-0. Pending Senate Committee Assignments.

AB 1197 (Santiago), Chapter 340, Statutes of 2019, established a CEQA exemption for emergency shelters and supportive housing projects approved or carried out within the City of LA by the City of LA or other specified public agencies. However, AB 1197 will sunset on January 1, 2025. AB 785 would extend the CEQA exemption for emergency shelters and supportive housing projects undertaken by the City and County of Los Angeles by five years, with a new sunset date of January

1, 2030. Additionally, this bill would expand the CEQA exemptions provided by AB 1197 to include affordable and transitional housing projects.

This bill passed unanimously from the Assembly Appropriations, Asm. Housing & Community Development, Asm. Natural Resources committees, and on the Asm. Floor by a vote of 74-0. It is sponsored by the Mayor of the City of Los Angeles, Karen Bass, as well as the California Housing Partnership Corporation, LA Family Housing, and the Los Angeles Unified School District. There is no registered opposition.

The LCMC recommends a “support” position as it aligns with Item 5 under Expanding Economic Opportunity & Economic Development to support programs and legislation providing more emergency, transitional, and permanent supportive housing options to address the homelessness crisis.

Bill: AB 1508 **Author:** Assemblymember James Ramos (D-San Bernardino)
Title: California Statewide Housing Plan First-Time Home Buyers
Status: Pending Asm. Floor Vote.

This bill would require future Statewide Housing Plan (SHP) updates to include analyses related to first-time homeownership in California. Specifically, this bill would require that each update and revision to the SHP after January 1, 2024, incorporate an analysis of first-time homebuyer assistance policies, goals, and objectives, recommendations on how to increase homeownership opportunities for first-time homebuyers, and an evaluation of demographic disparities in homeownership attainment. This bill would require the California Department of Housing and Community Development (HCD) to consult with the California Housing Finance Agency (CalHFA) and optionally consult other departments and agencies to inform the update related to this bill.

This bill passed unanimously in the Assembly Housing & Community Development Committee and Asm. Appropriations Committee and is pending a floor vote. The California Community Builders and The Two Hundred for Homeownership sponsored this bill, and various other organizations are in support, including the California Association of Realtors, California Black Chamber of Commerce, Inland Empire Latino Coalition, Southern California Black Chamber of Commerce, Southern California Leadership Council, and Ventura County Community Development Corporation. There is no registered opposition.

The LCMC recommends a “support” position as it aligns with Item 5 under Expanding Economic Opportunity & Economic Development to support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

Bill: SB 517 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: Freight and Supply Chain Coordinator

Status: Pending hearing in Asm. Approps on 5/18/23.

This bill would establish a Freight Coordinator within the Governor’s Office of Business and Economic Development (GO-Biz) and require the Governor to appoint the coordinator. This coordinator would be tasked with steering the growth, competitiveness, and sustainability of freight and the supply chain across the state and promoting the freight sector’s continued economic vitality, competitiveness, and sustainability. The coordinator would work directly with the California Transportation Commission, the State Transportation Agency, the Department of Transportation, the California Energy Commission, the California Public Utilities Commission, the State Air Resources Board, and other agencies to address freight and supply chain issues.

This bill passed unanimously in the Senate Business, Professions, & Economic Development, Sen. Transportation, and Senate Appropriations Committees and is pending a Sen. Floor vote. SCAG supported SB 1104, also authored by Senator Gonzalez, in the previous legislative session, which is substantially similar to SB 517. However, SB 1104 did not pass in the Assembly Appropriations Committee. According to the Senate Appropriations Committee, GO-Biz would have increased annual costs in the hundreds of thousands of dollars, and the California Air Resources Board (CARB) estimates around \$484k in annual costs. This bill is supported by the California Association of Port Authorities, Pacific Merchant Shipping Association, California Trucking Association, California Business Roundtable, California Retailers Association, and the Ports of Hueneme and Long Beach. There is no opposition on file.

The LCMC recommends a “support” position as it aligns with Item 2 under Freight & Goods Movement to support legislation designed to improve freight mobility, establish public-private partnerships, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors.

Bill: SB 538 **Author:** Senator Anthony Portantino (D-Glendale)

Title: Department of Transportation: Chief Advisor on Cycling and Active Transportation

Status: Pending Senate Floor Vote.

This bill would require the California Department of Transportation director to appoint a Chief Advisor on Cycling and Active Transportation, who shall serve as the department’s chief advisor on all issues related to bicycle transportation, safety, and infrastructure. The advisor would be required to serve as a point of contact for stakeholders, the public, and local officials to gather feedback and

provide support. The advisor’s work would be undertaken with the ultimate goal of lowering bicycle and pedestrian deaths and increasing public access to active transportation.

SB 538 passed 12 to 3 in the Senate Transportation Committee and 31 to 5 on the Senate Floor. It now moves to the Assembly, where it is pending its committee assignments. Streets for All sponsored this bill, and various other organizations are in support, including Active San Gabriel Valley, California Bicycle Coalition, Norwalk Uni-Des, and Santa Ana Active Streets.

The LCMC recommends a “support” position on SB 538 as it aligns with Item 2 under Active Transportation to Support legislation protecting active transportation users’ safety.

Prior Committee Action

At the LCMC meeting on May 23, 2023, staff presented the above five bills to the Committee with a recommendation to support AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino).

After hearing the presentation, the LCMC voted unanimously to forward a support position on AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino) to the Regional Council.

FISCAL IMPACT:

Work associated with the staff report on Safety, Resilience, & Housing Bills - Support is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
May 31, 2023

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

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

Subject: SCAG Memberships and Sponsorships

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve up to \$18,500 for memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its May 23, 2023, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$18,500 for memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500).

BACKGROUND:

Item 1: LA County Business Federation (BizFED)
Type: Membership **Amount:** \$6,000

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

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

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

Item 2: University of Southern California (USC) Sol Price School of Public Policy – Executive Education (EXED) Forum for Policy
Type: Membership **Amount:** \$12,500

The USC EXED Forum for Policy offers specialized, non-degree certificate programs for local and global leaders. The EXED Forum is a suite of programs targeting the public sector and other senior, mid-level, and emerging leaders. It is designed to deepen their understanding of substantive policy issues, augment their ability to leverage existing public sector capacity, and foster leadership – all with the purpose of improving public and nonprofit administration and solving public problems. The Forum achieves this by bringing together world-renowned faculty of USC Price, experienced practitioners, and a dynamic curriculum to teach and reach across boundaries.

The EXED Forum offers the Local Leaders Program and the Global Leaders Program. The Local Leaders Program is designed for local elected officials and offers a focused curriculum in ethics, governance, leadership, and public policy to promote and enhance commitment to public value and to reach across sectors. The target learners for this program are mayors, council members, supervisors, and special district board members.

SCAG has supported the USC Price EXED Forum since the 2011-2012 program and is a Strategic Alliance Partner. The program has been on hiatus since we last supported it in 2020 due to the pandemic but is now resuming operations. Several SCAG city leaders have participated in the Local Leaders Program, including former SCAG Presidents Pam O’Connor, Larry McCallon, Alan Wapner, and Rex Richardson. SCAG staff is recommending a sponsorship in the amount of \$12,500.

PRIOR COMMITTEE ACTION:

Staff presented the sponsorship for up to \$18,500 memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500) to the LCMC at its meeting on May 23, 2023. The LCMC approved this item unanimously as part of the consent calendar.



FISCAL IMPACT:

\$6,000 for membership with the LA BizFED is included in the approved FY 22-23 General Fund Budget. \$12,500 for membership with USC EXED is included in the approved FY 23-24 General Fund Budget.



AGENDA ITEM 9
REPORT

Southern California Association of Governments
May 31, 2023

To: Executive/Administration Committee (EAC)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Bayarmaa Aleksandr, Principal Modeler
(213) 236-1958, aleksandr@scag.ca.gov
Subject: SCAG Regional Travel Demand Model (ABM) Peer Review Meeting

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC, 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.

EXECUTIVE SUMMARY:

The SCAG Activity-based Travel Demand Model (SCAG ABM) was enhanced for the analysis of Connect SoCal 2024. To ensure its alignment with current practices, a Model Peer Review meeting took place at the SCAG main office on May 10, 2023. Experts from federal, state, MPOs, academia, and professional sectors participated, reviewing the model's framework, performance, validation, and sensitivity analysis. The peer review panel provided positive feedback and offered suggestions for short-term and long-term enhancements. SCAG Modelling team will incorporate panel's recommendations to enhance the model in the future.

BACKGROUND:

SCAG Model Enhancement

The SCAG Activity-based Travel Demand Model (SCAG ABM) has undergone significant enhancements for the analysis of Connect SoCal 2024. These enhancements include refining and re-estimating existing sub-models using the most up-to-date data and introducing new sub-models for future planning and policy analysis. The model has been carefully validated with observed data to ensure it accurately represents realistic travel patterns. Furthermore, the SCAG ABM has been updated to incorporate emerging transportation modes like Uber and Lyft. Additionally, the model software has been upgraded, leading to improvements in run time, code optimization, and overall performance.

SCAG Model Peer Review

Model Peer Review procedure is recommended by Regional Transportation Plan Guidelines, which are adopted by California Transportation Commission (CTC). The primary objective of the Model Peer Review is to ensure that SCAG ABM aligns with current state of the practice and can effectively support the analysis of SCAG’s plans and projects. This peer review process continues SCAG’s tradition of soliciting input from industry experts to improve and advance our modeling program and technical tools. Review items include, but not limited to, model framework, performance, validation, and sensitivity to policies and strategies. Suggestions and recommendations proposed by the panel members will be incorporated for future model improvements.

On May 10, 2023, SCAG Modeling Team conducted a Peer Review meeting with seven modeling experts from Federal, State, MPOs, academic, and professional. The meeting’s objective was to review and provide feedback on enhancement and validation to the SCAG ABM. The meeting consisted of SCAG staff and consultants presenting their works to the panel members, who then delivered comments and recommendations for short-term and long-term model enhancement.

Below table shows a list of Peer Review Panel.

Name	Title	Organization
Guy Rousseau (Chair)	Modeling Manager	Atlanta Regional Commission
Anthony Catalina	Senior Director, Countywide Planning	LA Metro
Brian Gardner	System Planning and Analysis Team Lead	Federal Highway Administration
Konstadinos Goulias	Professor of Transportation	UCSB
Nesamani Kalandiyur	Manager, Transportation Analysis Section	CARB
Wu Sun	Manager of Regional Models	SANDAG
Mike Wallace	Principal	Fehr & Peers

Summary of Peer Review Recommendations

The SCAG model was praised for having a well-qualified modeling team and consultants, being up and running for a large region, and being aggressive and flexible in exploring data options. The model also received praise for improved validation results since the last peer review, and informative sensitivity testing. The panel provided recommendations for short-term enhancements related to model documentation and additional modeling tests, which are already part of the SCAG's plan. The long-term enhancements included travel survey data collection and analysis for post-pandemic travel patterns, sub-model development for special generators, and new modes analysis such as electric vehicles and autonomous vehicles. Overall, the meeting was successful in



providing valuable feedback and recommendations for the SCAG model, and the SCAG team will implement the suggested improvements.

FISCAL IMPACT:

This work is supported by OWP item 070.00130.13, Activity-Based Model (ABM) Development and Support.



AGENDA ITEM 10
REPORT

Southern California Association of Governments
May 31, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: Purchase Orders, Contract and Amendments below Regional Council's
Approval Threshold

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:
Information Only - No Action Required

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

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
Southern California Leadership Council (SCLC)	FY23 SCLC Membership	\$40,000
Ciclavia	FY23 Event Booth Ciclavia	\$14,500
Civic Well	FY23 Civic Well Conference	\$7,500
Bright Market LLC DBA Fastspring	FY23 Onbase Migration Tools	\$6,999
Advantage Mailing LLC	FY23 Printing 2023 Ga Program	\$5,932

SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Meyers Nave, APC (23-046-C01)	The consultant shall provide legal counsel services to represent SCAG in litigation entitled <i>Orange County Council of Governments v. Gustavo Velasquez and California Department</i>	\$415,000



SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
	<i>of Housing and Community Development</i> (LA County Sup. Ct. Case No. 21STCP01970).	
2. Community Action Partnership of Orange County (CAP OC – 23-031-C01)	The consultant shall assist SCAG in providing direct resources to communities via the creation of a <i>Go Human</i> Affordable Connectivity Program (ACP) Local Toolkit, referred to as “Toolkit” and piloting the Toolkit with target communities. The Toolkit will also serve as a resource to eligible areas more broadly, promoted through targeted outreach and partner engagement.	\$150,000
3. Tech Coast Consulting Group (23-020-C01)	The consultant shall provide economic advisory services to support SCAG’s overall planning activities and ongoing economic analysis and communicate SCAG’s planning activities to stakeholders.	\$57,825
4. BB2 Technology Group (23-039-C01)	The consultant shall provide 30 staff with Meraki Wireless Infrastructure updates and a five-year cloud software license subscription.	\$33,840

SCAG executed these Amendments for more than \$5,000 but less than \$150,000 and less than 30% of the original contract value

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	N/A



ATTACHMENT(S):

1. Contract Summary 23-046-C01
2. Contract Summary 23-031-C01
3. Contract Summary 23-020-C01
4. Contract Summary 23-039-C01

CONSULTANT CONTRACT NO. 23-046-C01

Recommended Consultant:

Meyers Nave, APC

Background & Scope of Work:

It is necessary to retain legal counsel services to represent SCAG in litigation entitled *Orange County Council of Governments v. Gustavo Velasquez and California Department of Housing and Community Development* (LA County Sup. Ct. Case No. 21STCP01970). SCAG has been named as a “real party in interest” in this litigation. The OCCOG litigation challenges the Department of Housing and Community Development’s (HCD) final determination of the Regional Housing Needs Assessment (“RHNA”) allocation for the six-county SCAG region for the 6th RHNA cycle (2021-2029). Outside legal counsel is necessary to represent SCAG in this litigation, to appear on behalf of SCAG in these proceedings, and to take action for SCAG’s benefit in this litigation as may be deemed appropriate by SCAG.

This litigation was reported to the Executive Administration Committee on June 30, 2021 and to the Regional Council on July 1, 2021, as required by Regional Council Policy Manual, Art. IX, E.

The scope of work may include the following on an as-needed basis: (1) conducting research, assessing the merits of the litigation and recommending a litigation strategy; (2) preparing or assisting SCAG to prepare the lodging of any records with the court that may be necessary; (3) bringing or responding to preliminary motions to adjudicate matters; (4) preparing for and asserting SCAG’s position in the case before the trial court; (5) engaging in mandatory settlement conferences; and (6) meeting in closed session with SCAG’s decision-making bodies as necessary.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Representation of SCAG in pending litigation brought by another party; and
- Providing legal counsel to SCAG and its decision-making bodies and filing of pleadings in trial court.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal #2 Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Contract Amount:

Total not to exceed **\$415,000**
Meyers Nave, APC (prime consultant)

Note: Through negotiations, Meyers Nave, APC agreed to honor their 2021 SCAG contract rates.

Contract Period:

March 1, 2023 through June 30, 2026 with two available option years.

Project Number(s):

800-0160.04 \$115,000
Funding source(s): General Fund

Funding of \$115,000 is available in the General Fund Budget in Project Number 800-0160.04, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP): This contract was processed as a sole source contract. Consistent with 7.3.1, C.1 of the Procurement Manual (dated January 2021), the Executive Director determined that the purchase was in the best interest of the agency. Additionally, consistent with 5.6.B of the Procurement Manual (dated January 2021), sole source justification may rely on the State Contracting Manual, which permits authorization for noncompetitive proposals for legal services. The vendor selected for this work has recent and unique experience successfully defending RHNA allocation challenges and did not as of the time of engagement have any professional ethical conflicts that required waivers or informed written consent.

Selection Process: Not Applicable – Sole Source

Basis for Selection: Consistent with 7.3.1, C.1 of the Procurement Manual (dated January 2021), the Executive Director determined that the purchase was in the best interest of the agency. Additionally, consistent with 5.6.B of the Procurement Manual (dated January 2021), sole source justification may rely on the State Contracting Manual, which permits authorization for noncompetitive proposals for legal services. The vendor selected for this work has recent and unique experience successfully defending RHNA allocation challenges and did not as of the time of engagement have any professional ethical conflicts that required waivers or informed written consent.

CONSULTANT CONTRACT NO. 23-031-C01

Recommended Consultant:

Community Action Partnership of Orange County (CAP OC)

Background & Scope of Work:

The consultant shall assist SCAG in providing direct resources to communities via the creation of a *Go Human* Affordable Connectivity Program (ACP) Local Toolkit, referred to as “Toolkit” and piloting the Toolkit with target communities. Through existing resources available from the ACP, the consultant will develop a Toolkit of co-branded collateral (advertising and promotion materials) and advertising strategies and pilot the Toolkit with up to three (3) target communities in the SCAG region. Additionally, the Consultant shall develop a Digital Ambassadors (local community members) strategy and pilot Digital Ambassadors in up to three (3) target communities to lead local engagement. The Toolkit will also serve as a resource to eligible areas more broadly, promoted through targeted outreach and partner engagement.

This project will further SCAG’s adopted Connect SoCal and SCAG’s Broadband program in support of Resolution No. 22-646-6 Digital Equity Call to Action to expand access to affordable broadband in unserved and underserved areas across the region.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Developing a Local Government Toolkit to expand access to ACP campaign messaging and co-branded creative;
- Recruiting and piloting a Digital Ambassadors Cohort in up to three (3) target communities to lead engagement to increase ACP sign ups and provide digital training;
- Piloting ACP campaigns through media buys in up to three (3) target communities; and
- Conducting targeted and strategic local outreach with communities unserved and underserved by broadband to increase ACP sign ups.

Strategic Plan:

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

Contract Amount:

Total not to exceed	\$150,000
Community Action Partnership Orange County (prime consultant)	\$115,500
Bayside Engineering Construction, Inc. (subconsultant)	\$34,500

Contract Period:

April 10, 2023 through April 10, 2024

Project Number(s):

050-4920A.01 \$100,000
050-4920E.01 \$50,000

Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA) and Transportation Development Act (TDA)

Funding of \$150,000 is available in the Fiscal Year (FY) 2022-23 Overall Work Program (OWP) Budget in Project Numbers 050-4920A.01 (\$100,000) and 050-4920E.01 (\$50,000), and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 4,225 firms of the release of RFP 23-031-C01 via SCAG’s Solicitation Management System website. A total of 59 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Community Action Partnership (CAP OC) Orange County (1 subconsultant) \$150,000

BizFed Institute (1 subconsultant) \$148,861

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:
Hannah Brunelle, Senior Regional Planner, SCAG
Thomas Bellino, Senior Regional Planner, SCAG
Roland H. Ok, Supervising Planner SCAG

Basis for Selection:

The PRC recommended Community Action Partnership (CAP OC) Orange County for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically, the consultant presented a clear and detailed technical approach in their proposal that confirmed their understanding of the key tasks and deliverables for the project. Their proposal provided a robust level of detail describing how the consultant will approach each task and achieve each objective;
- Presented a strong equity analysis that is integrated throughout the entire planning approach. The consultant presented a participatory approach to community engagement to directly inform the processes. The consultant provided clear examples and approaches for engagement that reflected a cross-sector, multidisciplinary approach and explained multiple scenarios for engaging the public. The consultant has several staff members that are bilingual, which is especially critical for this work;
- Recognized by the PRC for a well-balanced budget, and especially well-distributed budget across key tasks. For example, their engagement and outreach costs represent a large portion of the budget, with relatively balanced project management costs, reflecting their understanding of the work and key deliverables of the project. The roles of staff and sub-consultants are clearly defined; and

- Provided specific examples of past related experience, how their experience relates to the project, and anticipated issues and resolutions, demonstrating their research and commitment to a successful project.

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

- Did not demonstrate the same level of experience needed to work on the ground with the community partners, which is a key goal of this work and did not provide enough detail describing their approach to community engagement; and
- Did not provide a clear and specific response to each task in their proposal. The commitment to the success of the project was not demonstrated as the proposal did not provide enough detail to adequately assess their proposed approach.

CONSULTANT CONTRACT NO. 23-020-C01

Recommended Consultant:

Tech Coast Consulting Group

Background & Scope of Work:

SCAG seeks to better understand the economic implications of SCAG’s planning activities. As the centerpiece of the agency’s transportation planning efforts, the economic data and analysis contained within the RTP/SCS is important to a multitude of planning and research efforts at SCAG. The economic analysis conducted for the RTP/SCS also serves to inform the development of the Federal Transportation Improvement Program (FTIP). The purpose of the services under this contract is to obtain economic advisory services to support SCAG’s overall planning activities and ongoing economic analysis and communicate SCAG’s planning activities to stakeholders.

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include, but are not limited to:

- Leveraging the consultant’s expertise in current and historical SCAG-region industry and economic conditions to assist SCAG staff to document and articulate the economic benefits and job impacts of the RTP/SCS, including, but not limited to construction jobs, network, amenity, and health benefits;
- Collaborating with consultant in assessing the economic impacts of transportation investments and cost of delays in the transportation arena, including, but not limited to, economic impacts of project acceleration, project certainty, and implications for the Southern California Economic Recovery & Job Creation Strategy and peer review of SCAG’s economic impact analysis for Connect SoCal; and
- Consultant shall serve as lead on-call Economic Advisor for SCAG.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goals:

Goal 3: Be the foremost data information hub for the region;

Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration;

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

Contract Amount:

Total not to exceed

\$57,825

Tech Coast Consulting Group (prime consultant)

None (subconsultant)

Contract Period:

May 1, 2023 through June 30, 2026

Project Number(s):

055-1531A.01 \$25,674

055-1531E.01 \$3,326

Funding source(s): Consolidated Planning Grant (CPG) – Federal Highway Administration (FHWA) and Transportation Development Act (TDA)

Funding of \$29,000 is available in the Fiscal Year (FY) 2022-23 Overall Work Program (OWP) Budget Project Number 055-1531.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 1,530 firms of the release of RFP 23-020 via SCAG's Solicitation Management System website. A total of 34 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

Tech Coast Consulting Group LLC (No sub consultants)	\$57,825
Steer Davies & Gleave Inc. (no subconsultants)	\$45,115

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) offerors.

The PRC consisted of the following individuals:

- Georgina Moreno, Senior Economist, SCAG
- Kevin Kane, Program Manager I, SCAG
- John Cho, Senior Planner, SCAG

Basis for Selection:

The PRC recommended Tech Coast Consulting Group (TCCG) for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically, TCCG showed understanding of the importance of checking the results for consistency with real-world economic conditions and not relying on model outputs alone as the other proposer included in their technical approach;
- Showed an openness to new approaches, such as exploration of methods for quantifying equity impacts of RTP/SCS projects;
- Demonstrated ability to communicate results to (potentially) skeptical stakeholders with scientific integrity, which the other proposer did not;
- Through past experience, demonstrated ability to deliver high quality projects and meet SCAG deadlines;
- Demonstrated ability to be flexible and collaborate closely and productively with SCAG staff, which the other proposer did not;

Further, PRC determined that the other proposer did not clearly communicate their ability to work collaboratively with SCAG staff. Which was a concern to SCAG staff as this would be more administratively burdensome.

CONSULTANT CONTRACT NO. 23-039-C01

Recommended Consultant: BB2 Technology Group

Background & Scope of Work: On April 11, 2023 SCAG awarded contract 23-039-C01 to provide 30 staff with Meraki Wireless Infrastructure updates and a five-year cloud license subscription. Under this Master Services Agreement with TD Synnex, BB2 Technology Group acts as the channel partner and reseller for the purchase of Meraki parts and software.

Project's Benefits & Key Deliverables: The quantity of 30 parts and 30 licenses will support SCAG IT infrastructure upgrade.

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

Contract Amount: **Total not to exceed:** **\$33,840**

Contract Period: April 11, 2023 through April 11, 2028

Project Number(s): 811-1163.17 \$33,840
Funding source(s): Indirect Cost Program Budget

Funding of \$33,840 is available in the Fiscal Year (FY) 2022-23 Indirect Cost Program Budget in Project Number 811-1163.17.

Basis for Selection: In accordance with SCAG's Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG's federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially "piggy-backing" on the agreement.). SCAG utilized an MSA with BB2 Technology at TD Synnex (NCPA Contract No. #01-97) that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.



AGENDA ITEM 11
REPORT

Southern California Association of Governments
May 31, 2023

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov
Subject: CFO Monthly Report

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

ACCOUNTING:

Membership Dues

As of April 30, 2023, 187 cities, six counties, seven commissions, and three tribal governments have paid their FY23 membership dues. This represents 99.12% of the membership assessment. Government Affairs Officers continue following up with phone calls and emails.

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-April 2023. Alternatively, SCAG has established a new investment account in the Local Agency Investment Fund (LAIF) and invested \$6.11M as of April 30, 2023. SCAG has earned \$6,750.05 interest from funds invested in the Los Angeles County Investment Pool and \$113,710.19 interest from funds invested in the Local Agency Investment Fund account as of April 30, 2023.

BUDGET & GRANTS (B&G):

On April 27, 2023, SCAG submitted the FY 2022-23 (FY23) Overall Work Program (OWP) 3rd Quarter Progress Report to Caltrans. The total expenditures reported are approximately \$46.45 million or 36% of the FY23 OWP Amendment 02 budget.



On May 4, 2023, the Regional Council approved the FY 2023-24 (FY24) Final Comprehensive Budget, including OWP in the amount of \$350.34 million. Also, the General Assembly approved the General Fund Budget and Membership Assessment Schedule. The FY24 OWP was submitted to Caltrans on May 4th, and state and federal approval of the OWP is expected by June 30, 2023.

With support from the California Office of Traffic Safety (OTS), SCAG's Go Human Community Hubs Program funds community-driven traffic safety engagement projects that meet the needs of people most harmed by traffic injuries and fatalities. SCAG closed the Call for Projects for the Go Human Community Hubs Program in April 2023, and staff started developing the materials needed to finalize the award process. During May, staff finalized a risk assessment review of the Go Human Community Hubs subrecipients, performed cost analysis, and drafted Memorandums of Understanding (MOUs) to provide funding support to help the subrecipients implement local traffic safety projects.

CONTRACTS:

In April 2023, the Contracts Department issued two (2) Requests for Proposals; awarded three (3) contracts; issued two (2) contract amendments; and processed twenty-six (26) Purchase Orders to support ongoing business and enterprise operations. Staff also administered 204 consultant contracts. Contract staff continued to negotiate better pricing and reduced costs for services. Contracts' staff negotiated \$439,393 in budget savings this month, bringing the cumulative FY23 savings to \$1,555,800.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
May 31, 2023

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Debbie Dillon, Chief Strategy Officer
(213) 236-1870, Dillon@scag.ca.gov
Subject: Status Report on SCAG’s Racial Equity Early Action Plan

EXECUTIVE DIRECTOR’S
APPROVAL

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

EXECUTIVE SUMMARY:
In July 2020, the Regional Council adopted Resolution NO. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG’s response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan. On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan (Plan), which SCAG has used to guide and sustain SCAG’s regional and organizational leadership in service of equity and social justice since its adoption. This report provides a summary of Plan progress to date.

Additionally, the Racial Equity and Regional Planning Subcommittee (Subcommittee) was created last year along with two other Subcommittees to dive deeper into issue areas related to the development of Connect SoCal. This Subcommittee met four times between September 2022 and January 2023 culminating in recommendations contained in a White Paper that built on the Special Committee’s work to advance racial equity through Connect SoCal. These recommendations were then presented in the Joint Meeting of the Policy Committees held on

March 2, 2023. *This report provides a summary of activities and progress on Racial Equity efforts across the agency to date.*

BACKGROUND:

The Racial Equity Framework adopted by SCAG's Regional Council in May of 2021 established overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. This ensures that SCAG's equity-related work is aligned toward common goals and continues through actions pursued across the agency.

The Framework includes four overarching goals:

1. **Shift Organizational Culture:** Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.
2. **Center Racial Equity in Regional Policy & Planning:** Bring equity into SCAG's regional planning functions.
3. **Encourage Racial Equity in Local Planning Practices:** Promote racial equity in efforts involving local elected officials and planning professionals.
4. **Activate & Amplify:** Communicate broadly SCAG's commitment to racial equity and join others in different fields and sectors to amplify impact.

Each of these goals is advanced through a focus on the following three strategies:

1. **Listen & Learn:** Develop a shared understanding of our history of discrimination and the structural barriers that continues to perpetuate the inequities experienced today.
2. **Engage & Co-Power:** Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.
3. **Integrate & Institutionalize:** Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

The Plan was and is intended to be a living document with opportunities to identify new actions and commitments over time. SCAG understands that the work of advancing equity requires continual listening and learning, and SCAG is utilizing input received from the Subcommittee, the Joint Policy Committee meeting, the Connect SoCal development process, the SCAG strategic plan update process underway and other resources to update the plan.

Attached to this report is a table that provides the Goal, Action, Status and Notes about each element in the current Plan.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development) and in the FY 22-23 Indirect Budget 810-1020.02.



ATTACHMENT(S):

1. SCAG's Racial Equity Early Action Plan FY 2022-23 Progress Report



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Develop an Inclusion, Diversity, Equity, and Access (IDEA) Education and Training Program.	In-Progress	Launched Mental Health Matters program, centering key elements of inclusion and belonging. Sessions were offered on a quarterly basis, and three sessions were completed in FY23, with additional sessions to be offered in FY24. Executive Team members completed Leading with Equity training facilitated by external Diversity Equity Inclusion and Belonging (DEIB) consultant. Learning newsletter, Learner's Corner, featured a spotlight on "A Seat at the Table" program, centering critical dialogue related to DEIB related topics. Management Team completed Empowering Minds training program to provide strategies to leaders to foster a resilient, creative, and kind environment with their teams. Further training curriculum is in development.
Shift Organizational Culture	Conduct an externally led racial equity audit to further inform equity actions.	Planned	This action will be included as part of the update to SCAG's strategic plan which is currently underway.
Shift Organizational Culture	Establish an IDEA Team to oversee and update EAP.	Completed	The IDEA team, consisting of 17 cross-functional SCAG team members, underwent a foundational knowledge workshop series titled "IDEA Foundations," where a shared language of DEI principles was established. With both the addition of a DEIB Principal Management Analyst position in HR, and the execution of a contract between a DEIB consultant firm in Spring, the IDEA team reconvened in July 2022 to continue working toward shifting the organizational culture.
Shift Organizational Culture	Assess and align procurement policies with diversity goals.	In-Progress	A service provider has been procured to facilitate the rewrite of the Procurement manual. An Internal Review Committee has been established to evaluate and inform the rewrite. A member of the IDEA (Inclusion, Diversity, Equity, Access) Strategies, Policies, and Procedures subcommittee has been included on the Internal Procurement Review committee to ensure the integration of DEIB opportunities to the extent possible. The first draft of the new procurement manual is expected to be made available for review and comment by the Internal Review Committee and the Executive team in June 2023.
Shift Organizational Culture	Create an Equity Planning Resource Group to share best practices.	Completed	SCAG has established an internal Equity Work Group that has developed an equity resource guide to support local jurisdictions as they take on advancing equity and is currently developing a racial equity toolkit to help institutionalize equity in the Planning Division. Additionally, with support from an equity expert, SCAG developed resources for staff to incorporate racial equity in Connect SoCal.
Shift Organizational Culture	Develop a Diversity Style Guide on standards for communication.	In-Progress	Media and Public Affairs will complete a draft overall agency styleguide with Diversity, Equity, Inclusion, and Belonging integration by the end of the fiscal year.
Shift Organizational Culture	Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans.	In-Progress	Consultant has completed the data collection phase of the project, staff is developing updated plan elements to work through at the EAC retreat in June.
Shift Organizational Culture	Prepare an Inclusive and Equitable Talent Management Strategy.	In-Progress	SCAG Human Resources is currently developing a hiring toolkit to inform the early stages of the employee journey from recruitment to onboarding. The outreach guide will include an outreach guide informing outlets to reach highly diverse candidate pools. Training will be deployed to support the launch and utilization of the toolkit in early 2023. An improved onboarding program is in-development with inclusion of a buddy program to increase belonging within the agency. NEOGOV, the agency's applicant tracking system, is being expanded to support talent management functions including pre-boarding and offboarding. Offboarding will improve data collection as individuals depart the agency through intentional exit surveys. Clarity related to internal mobility is underway through the development of a succession planning framework and defined career mapping. The Global Diversity, Equity, and Inclusion benchmarks are serving as a framework to inform best practices and measure maturity of DEIB integration.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Offer equity training for Board members, including as part of Board Orientation.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members. A formal training program will be proposed to Human Resources as part of their DEI Consultant initiatives.
Center Racial Equity in Regional Policy & Planning	Include Equity Assessment section in Staff Reports.	Planned	This action will follow the update of SCAG's Strategic Plan to ensure alignment with equity vision and goals and may include the addition of an equity section to the staff report template in MinuteTraq. Evaluating a date when it will become effective (requires advance staff training).
Center Racial Equity in Regional Policy & Planning	Prepare Racial Equity Indicators Report.	In-Progress	In November 2022, SCAG staff released an update to the Racial Equity Baseline Conditions Report which provides an assessment of existing disparities and inequities focused on goals from Connect SoCal. Moving forward, staff is recommending that Baseline Conditions report be updated to every four years, with the next release planned for the fall of 2026, to support the development of Connect SoCal 2028.
Center Racial Equity in Regional Policy & Planning	Increase opportunity for participation in Policy Committees; Formalize Committee equity roles.	Completed	Coinciding with the adoption of the Racial Equity Early Action Plan, last May SCAG's Bylaws were amended to expand Policy Committee membership to include Communities of Concern representatives to create a more inclusive governance structure.
Center Racial Equity in Regional Policy & Planning	Update Public Participation Plan.	Completed	SCAG updated the Public Participation Plan to include several goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible. The Regional Council approved the document at its April 2022 meeting.
Center Racial Equity in Regional Policy & Planning	Form Regional Policy Working Group dedicated to Equity.	Completed	SCAG staff convenes a quarterly Regional Equity Working Group (EWG) to engage stakeholders on SCAG's equity-focused regional and local planning activities as well as uplift efforts across the region to advance equity in land-use and transportation planning. To date, staff have hosted eight meetings.
Center Racial Equity in Regional Policy & Planning	Develop equity goals, policies, and metrics as part of Connect SoCal update.	In-Progress	As described further below, SCAG formed a Racial Equity and Regional Planning Subcommittee to provide guidance on opportunities to advance racial equity in Connect SoCal. The Subcommittee's recommendations will inform policies and strategies in the draft plan. The draft plan will also include an enhanced approach for conducting equity analysis, including by defining and analyzing plan impacts on Priority Equity Communities.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Explore developing Research Program with University Partners.	In-Progress	<p>Although further work is needed on a holistic scope for the program, specific work elements are being developed. For example, staff is seeking to update its understanding of the travel behavior and travel challenges of low-income residents to improve future planning and support equitable travel initiatives throughout the region. Staff hopes to better understand the travel behavior and transportation needs of low-income drivers across the region, examining the relationship between access to reliable transportation and employment status, including consideration of non-commute travel needs including childcare and access to health care and public services. The work would also include strategies specifically to address challenges for unbanked populations and those who do not own smart phones. This effort is intended to serve as a foundation for understanding how to design innovative mobility pilots to increase participation of and benefits to low-income populations. This is particularly critical for understanding the potential of universal basic mobility programs.</p> <p>In addition, SCAG is partnering with the Brookings Institution to conduct a tribal data needs assessment that will include strategies for improved data-collection and analysis to better serve the unique needs of tribal and native-serving organizations. This work will build on Brookings' Black Progress Index.</p>
Center Racial Equity in Regional Policy & Planning	Form a Restorative Justice Subcommittee to inform work on Connect SoCal.	Completed	The Racial Equity and Regional Planning Subcommittee was established to identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's communities. The subcommittee held four meetings and advanced a White Paper with recommendations for infusing racial equity in Connect SoCal. The White Paper was considered by the Joint Policy Committee in March 2023 and will inform policies and strategies in Connect SoCal.
Center Racial Equity in Regional Policy & Planning	Form Economic Empowerment Program.	In-Progress	The Economic Empowerment unit will oversee the administration of the Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) and the Public Health Fellows program. Both Calls were released in Spring 2023. The Call 4 will make up to \$5M in funding available to support equity-centered planning across the SCAG region with an emphasis on community-centered partnerships.
Encourage Racial Equity in Local Planning	Support data requests, create tools for information sharing.	In-Progress	<p>SCAG staff have been conducting outreach to local jurisdictions in the region, including those that are low-resourced and located in Disadvantaged Communities, to introduce the available tools and resources in the Regional Data Platform (RDP) as part of the Local Data Exchange (LDX) process. To date, the SCAG Local Information Services Team (LIST) provided one-on-one technical assistance to various subregional COGs and 167 local jurisdictions in the region to promote RDP tools and resources along with the LDX process. LIST is ready to provide technical assistance upon request.</p> <p>SCAG staff will use the REAP 2021 funding program to provide a Big Data Consulting Practice to provide consulting services to small and under resourced jurisdictions who may not have capacity to use big data to advance racial equity in local transportation planning.</p>
Encourage Racial Equity in Local Planning	Expand Toolbox Tuesday trainings to include sessions on racial equity.	Completed	On a quarterly basis, SCAG hosts equity-focused Toolbox Tuesday trainings for practitioners. In FY23, SCAG held four trainings centered around strategies in the Racial Equity Early Action Plan: listen and learn, engage and co-power, and integrate and institutionalize.
Encourage Racial Equity in Local Planning	Provide elected officials with fact sheets and tools to promote racial equity.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications are posted on SCAG's website.



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants.	In-Progress	<p>SCAG has continued to support CBOs through the Call for Collaboration in partnership with three foundations. SCAG provided \$1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were granted funding to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies. This program is near completion with nearly all grantees having completed their work. SCAG has evaluated the program to apply lessons learned to future efforts.</p> <p>In April 2023, Go Human launched its Community Hubs Program, which offers funding opportunities for community organizations to implement local traffic safety and community engagement strategies that leverage community gathering and resource sites or networks. The program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, prioritizing Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. Awardees may utilize the Go Human Kit of Parts to demonstrate street treatments and co-branded safety advertisements. The implementation period for this program will run through August 2023.</p> <p>As part of the 2023 Go Human Safety Strategies contract, SCAG will distribute co-branded advertisements for 25 local partners, demonstrate street treatments with the Go Human Kit of Parts Lending Library with 5 local partners, and develop oral histories focused on mobility justice.</p> <p>SCAG's SCP Call 4 is focused on Civic Engagement, Equity and Environmental Justice. This program will be released in early 2023 and will support strategic partnerships between lead applicants and CBOs to advance equitable, community driven housing and mobility projects across the region. The new co-applicant structure directly shifts and advances opportunities for CBOs to access funding opportunities and resources through SCAG and not only engage but direct planning decisions and efforts.</p>
Encourage Racial Equity in Local Planning	Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows.	In-Progress	<p>SCAG released the Call for Fellowship Providers in April 2023 to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make a meaningful positive impact in the SCAG region. SCAG will leverage REAP 2021 funding to support this effort.</p>



SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Refine equity goals and evaluation criteria used in Sustainable Communities Program (SCP).	In-Progress	The SCP prioritizes equity in its evaluation and the program goals point to prioritizing priority populations and disadvantaged communities in alignment with SCAG's resolution on race and equity. Call 4, developed throughout FY22/23 and in alignment with the REAP 2.0 Guidelines and state partner feedback, further prioritized and centered equity through all components of the Call, within the Guidelines, evaluation and new co-partnership structure. Evaluation prioritized equity through significant point allocation for Project Need & Priority Population Benefits, inclusive of strategies to address historic and current inequities and priority population benefit. Significant point allocation also included Inclusive and Equitable Partnerships, inclusive of inclusive, diverse and equitable engagement, as well as Local Partnerships, inclusive of reciprocal relationships and impact, and governance and decision making. The evaluation sought to recognize historic harms communities have experienced and sought reparative efforts to address harm or historic exclusion from funding opportunities. SCP CEEEJ also piloted a Co-Applicant structure, which allows for community-based organizations (CBOs) to apply as co-applicants, to support community-identified and community-led project identification and implementation opportunities, alongside a primary jurisdiction or agency applicant. This co-applicant structure facilitates opportunities for equity-centered proposal development and decision-making. Finally, the SCP has continued to facilitate opportunities to compensate CBO partners committed to equity to serve as evaluators to ensure projects are assessed with intentional attention to equity.
Encourage Racial Equity in Local Planning	Provide resources through the Sustainable Communities Program to promote Environmental Justice.	Planned	Developed SCP Call 4, Civic Engagement, Equity and Environmental Justice (SCP CEEEJ), to support the goals and implementation of the Racial Equity Early Action Plan. This program prioritizes resources in historically disinvested areas and communities most impacted by adverse public health outcomes and air quality impacts. This program will catalyze planning activities to support GHG and VMT reduction, advance equity and environmental justice, and provide needed funding to communities with the highest need. SCP CEEEJ includes \$5M in available funding, inclusive of \$3M through REAP 2.0, to fund Housing & Land Use projects, and \$2M through SB1 to fund Multimodal Communities projects. The Call opened on Wednesday, April 12 and closes on Monday, June 5, 2023. Applications shall be evaluated throughout the summer, with an anticipated project list to be reviewed by the Regional Council in September 2023.
Encourage Racial Equity in Local Planning	Identify opportunities to incorporate equity analysis in development of 2023 Federal Transportation Improvement Program (FTIP).	Completed	Based on the adopted FTIP Guidelines, County Transportation Commissions (CTCs) were encouraged to consider equity in developing their respective County TIPs. In future FTIPs, more advanced database analytics combined with spatial analysis may be utilized to evaluate investments across the region and consider whether they are addressing under resourced or underserved areas. In the near term, SCAG has initiated an FTIP mapping tool through the updated eFTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will be done in collaboration with the CTCs.
Activate & Amplify	Collaborate on a fair housing public information campaign	Planned	SCAG designated funding for the development of a community outreach and advertising campaign with the goals of creating positive associations with housing development and housing-supportive land use policies. The Chan Zuckerberg Initiative (CZI) has been working with a marketing and branding firm on a market segmentation analysis, identifying core values associated with housing development. CZI has finalized their report and is coordinating with United Way of Greater LA (for the SCAG region) to develop implementation toolkits. SCAG is working to dedicate REAP2 funding to support development of the toolkits and model this effort on the success of SCAG's Go Human campaign. CZI and SCAG are preparing to enter an MOU, kick off is expected in summer 2023.



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Activate & Amplify	Strengthen relationships with other MPOs.	In-Progress	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Explore opportunities to partner to establish a “Planning University” for Community-Based Organizations & Stakeholders.	Planned	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Develop an Excellence in Equity Annual Award Program.	Completed	SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities. SCAG renamed the Equity Award to honor the late Ventura County Supervisor Carmen Ramirez, who was tragically killed in 2022 after a lifetime of championing sustainability. The inaugural recipient of the Carmen Ramirez Award for Equity is a unique partnership between the City of Rialto and the Inland Empire Utility Agency (IEUA) whereby Rialto will sell a portion of its recycled water supply to IEUA, which, in turn, will fund the design, construction and operation of a pipeline, pump station and connection between the wastewater plant and the agency's own recycled water distribution system.
Activate & Amplify	Develop Inclusive Economic Recovery Strategy.	Completed	The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach and engagement process, including 20 convenings with stakeholders from the private, public, and government sectors. The resulting Inclusive Economic Recovery Strategy Report and recommendations were adopted by the Regional Council on July 1, 2021.
Activate & Amplify	Inclusive Economic Growth Implementation Program.	In-Progress	Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded \$3.5 million in State funding to implement IERS core recommendations. Of these recommendations, SCAG is working to develop a county-level Job Quality Index to help measure progress toward a more robust, inclusive, and equitable economy; inclusive contracting toolkits to support the region's diverse, small-businesses; action-oriented plans to expand access to family-supporting jobs; and county-level analyses of the economic costs of inequality. This work will be completed by June 30, 2024.