



Title VI Program

October 2026

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I. Introduction

Title VI of the Civil Rights Act of 1964, 42 U.S.C. Section 2000d et seq. (Title VI), prohibits discrimination on the basis of race, color, or national origin under any program or activity receiving Federal financial assistance. The Civil Rights Restoration Act of 1987 clarified that Title VI generally applies institution wide to the programs and activities of recipients of Federal financial assistance.

As a direct recipient of funds from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), the Southern California Association of Governments (SCAG) is responsible for compliance with Title VI and applicable implementing regulations, including the U.S. Department of Transportation's (DOT) regulations at 49 CFR Part 21, FHWA's regulations at 23 CFR Part 200, and applicable FTA guidance, including FTA Circular 4702.1B (Circular), to the extent consistent with current statutes and regulations.

SCAG is also subject to other federal and state nondiscrimination, accessibility, public participation, and civil rights requirements that may protect individuals on bases in addition to race, color, or national origin. These requirements complement, but are legally distinct from, Title VI.

Effective June 11, 2026, DOT amended 49 CFR Part 21 to eliminate disparate impact liability under its Title VI regulations. Under the current DOT Title VI regulations, Title VI liability is based on intentional discrimination on the basis of race, color, or national origin, rather than unintentional disparate impact. SCAG may continue to collect and analyze demographic, geographic, and programmatic data as appropriate to administer its programs in a nondiscriminatory manner, identify potential compliance concerns, satisfy applicable FTA and FHWA reporting requirements, and carry out SCAG's broader planning responsibilities. Differences in outcomes or demographic impacts, standing alone, do not themselves establish a violation of Title VI.

SCAG is committed to ensuring that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity provided by SCAG. The FTA continues to identify the Circular as applicable Title VI guidance for FTA recipients. SCAG therefore continues to follow the Circular's applicable procedural, reporting, public participation, demographic analysis, and program administration requirements, while interpreting those requirements consistently with current Title VI statutes and regulations. Title VI's prohibition against national origin discrimination also informs SCAG's efforts to provide meaningful access to persons with limited English proficiency (LEP). Consistent with DOT's current LEP Guidance, SCAG takes reasonable steps to provide persons with LEP meaningful access to SCAG programs, activities, services, and information.

SCAG maintains additional policies and planning initiatives concerning accessibility, socioeconomic conditions, community engagement, and environmental justice. These initiatives may arise from California law, SCAG policy, regional planning objectives, or other legal requirements. Unless otherwise stated, those initiatives are not additional protected classifications or liability standards under federal Title VI.

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II. Background Information about SCAG

SCAG was founded in 1965 as a voluntary association of cities and counties for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura counties. Established as a Joint Powers Authority under California state law, its joint powers agreement states that SCAG's purpose is "to provide a forum for discussion and study of regional problems of mutual interest and concern to the counties and cities, and to facilitate the development of recommendations for the solution of such problems." Under state law, SCAG also acts as the Council of Governments for the region. Finally, under federal law, SCAG has been designated as the MPO for the region, and in fact, is the largest MPO in the nation.

The Regional Council is SCAG's main governing body. The Regional Council is comprised of 86 individuals representing 191 cities, six counties, five County Transportation Commissions, one representative from the Transportation Corridor Agencies, one public transit representative, one Tribal Government representative, one representative for the air districts within Southern California and one non-voting, ex-officio representative of the private sector. Except for the private sector representative, all serve as elected officials from within the six-county region. All policymaking, the annual Overall Work Program, project budgets, and all material financial matters are discussed and acted upon through the Regional Council.

SCAG, as the MPO for the region, is charged with developing long-range regional transportation plans which include a sustainable communities strategy and growth forecast components; regional transportation improvement programs; regional housing needs allocations; and a portion of the South Coast Air Quality Management District's Air Quality management plans.

SCAG's Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS) is the agency's long-range (20+ years) visioning plan and is updated every four years. The RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals. It embodies a collective vision for the region's future and is developed with input from the public, local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the six-county region, as well as other state and federal agencies.

SCAG's 2024 RTP/SCS (also referred to as "Connect SoCal" or the "Plan" herein) is the agency's current long-range regional transportation plan and was adopted by the Regional Council in April 2024. It serves as the culmination of a multi-year effort that involved stakeholders from across the region and represents the most comprehensive long-term vision for the future of the region's transportation system while supporting the State's greenhouse gas reduction targets. In addition to putting forth bold transportation initiatives, including an unprecedented level of emphasis on system preservation, Connect SoCal evaluated and presented some of the most innovative strategies to meet funding challenges in the near-term as well as the long-term. SCAG is in the early stages of developing its 2028 RTP/SCS ("Connect SoCal 2050"). SCAG anticipates adoption of the final Connect SoCal 2050 in April 2028.

III. Additional SCAG Initiatives

In addition to its compliance with federal Title VI requirements, SCAG has adopted policies and planning practices intended to promote broad and meaningful participation in regional planning and to address socioeconomic, accessibility, environmental, and other conditions affecting communities throughout the SCAG region. These initiatives arise from a combination of SCAG policy, California law, regional planning responsibilities, and other applicable legal requirements. They are complementary to, but distinct from, SCAG's obligations under Title VI.

SCAG considers socioeconomic and community conditions in carrying out its regional planning responsibilities. Depending upon the program or analysis, SCAG may consider factors such as income, disability, age, language access, transportation access, housing conditions, environmental conditions, geographic disadvantage, or other measures relevant to the planning activity, as permitted or required by applicable law.

a) Terminology Used for Federal Title VI Compliance

For purposes of satisfying Title VI reporting, demographic analysis, and compliance requirements, SCAG uses the classifications and terminology required by applicable federal statutes, regulations, and agency guidance. SCAG may separately use terms such as "people of color," "underserved communities," "priority communities," or other terminology in connection with SCAG policies, California requirements, or regional planning initiatives. Use of these broader terms does not alter the protected bases established by Title VI or expand the legal standards applicable under federal Title VI. Unless otherwise indicated, the use of such terms reflects SCAG policy, state-law requirements, or planning methodologies rather than a federal Title VI classification or standard.

b) SCAG's Racial Equity Early Action Plan (EAP)

In May 2021, the Regional Council adopted SCAG's EAP. The EAP established goals, strategies, and actions intended to inform SCAG's organizational and regional planning activities. The EAP provides a framework for certain SCAG policy and planning initiatives concerning equity and social justice. SCAG may continue activities undertaken consistent with the EAP to the extent those activities are independently authorized by applicable law and SCAG policy and are consistent with applicable federal and state civil rights requirements and funding conditions.

The EAP should not be interpreted as modifying the legal standard governing SCAG's federal Title VI compliance. SCAG administers federally assisted programs without intentional discrimination on the basis of race, color, or national origin and does not use race, color, or national origin to confer an unlawful preference or disadvantage. Nothing in the EAP alters the requirements applicable to SCAG under Title VI or other federal civil rights laws.

IV. Compliance with Title VI General Requirements and Guidelines

On Oct. 1, 2012, FTA issued the Circular to provide recipients of FTA financial assistance with guidance concerning compliance with DOT's Title VI regulations and related federal requirements. FTA continues to identify the Circular as applicable Title VI guidance for FTA recipients. Since issuance of the Circular, DOT has amended its Title VI regulations. Effective June 11, 2026, DOT amended 49 CFR Part 21 to eliminate disparate impact liability under its Title VI regulations and revised 49 CFR Part 21 to conform the regulation to Title VI's prohibition against intentional discrimination. Accordingly, SCAG applies the Circular consistently with current federal statutes and regulations.

The following sections describe SCAG's compliance with the applicable general requirements for FTA recipients.

a) Requirement to Provide Title VI Assurances

In compliance with 49 CFR Section 21.7(a), SCAG submits its Title VI Assurances as part of its annual Certifications and Assurances submission to DOT, FHWA and FTA. SCAG collects Title VI Assurances from subrecipients prior to passing through FTA funds. The federal fiscal year 2026 FTA Certifications and Assurances for SCAG were electronically pinned in TrAMS on April 8, 2026, by SCAG Chief Financial Officer Cindy Giraldo.

b) Requirement to Prepare and Submit a Title VI Program

In compliance with 49 CFR Section 21.9(b), SCAG updates and submits its Title VI Program to its FTA (Region 9) regional civil rights officer every three years or as otherwise directed by FTA. SCAG also submits its Title VI Program to the California Department of Transportation (Caltrans) in order to assist the state in its compliance efforts. SCAG's current Title VI Program was submitted to FTA in 2023. To date, FTA has not provided a concurrence letter to the agency.

c) Requirement to Notify Beneficiaries of Protection under Title VI

In compliance with 49 CFR Section 21.9(d), SCAG actively provides information to the public regarding its Title VI obligations and apprises members of the public of the protections against discrimination afforded to them by Title VI. SCAG uses a variety of methods to convey this information, including but not limited to having its Title VI Program, Language Assistance Plan (LAP), and Title VI complaint procedure available on the SCAG website and made available to staff, members of the public, consultants, and subrecipients. Notice of SCAG's non-discrimination policy is included in applicable SCAG contracts and procurement advertisements. SCAG's Title VI Notice to the Public (Notice) is included in **Appendix B**. This Notice is available on the SCAG website at <https://scag.ca.gov/title-vi>, and posted in SCAG's main office as well as its regional offices. The Notice has also been translated into Spanish, Chinese, Korean and Vietnamese; copies of which are included as part of **Appendix B**.

d) Requirement to Develop Title VI Complaint Procedures and Complaint Form

In order to comply with the reporting requirements established in 49 CFR Section 21.9(b), SCAG has developed a process for investigating and tracking all Title VI complaints filed against the agency. Members of the public may submit a signed, written complaint within one hundred eighty (180) calendar days from the date of the alleged discrimination. Full procedures for filing a complaint, SCAG's procedures for investigating complaints and a copy of

SCAG's Title VI Complaint Form are included in **Appendix C**. These documents have been translated into Spanish, Chinese, Korean and Vietnamese, copies of such translated documents are also included with **Appendix C**. These procedures and forms are available on the SCAG website at <https://scag.ca.gov/title-vi>.

e) Requirement to Record and Report Transit-Related Title VI investigations, complaints, or lawsuits

In order to comply with the reporting requirements established in 49 CFR Section 21.9(b), SCAG maintains a file of any transit-related Title VI active investigations conducted by entities other than FTA, lawsuits, and complaints naming SCAG. The files include a list that describes the date that the investigation, lawsuit or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit or complaint; and actions taken by SCAG in response, or final findings related to, the investigation, lawsuit or complaint. Since the last reporting period in 2023, SCAG has had no Title VI investigations, complaints or lawsuits filed against it. Moreover, SCAG maintains a dedicated phone line for Title VI matters. Since the last reporting period in 2023, there have been no calls received by SCAG on the dedicated phone line.

f) Promoting Inclusive Public Participation

Consistent with Title VI, applicable federal transportation planning requirements, DOT's current LEP Guidance, SCAG's Public Participation Plan (PPP), and other applicable federal and state requirements, SCAG implements a public involvement process designed to gather representative input, ensure compliance and transparency, and present information to maximize access and engagement.

SCAG's public involvement processes are guided by its PPP, last amended and adopted by SCAG's Regional Council in 2026. The PPP describes the agency's core values related to public participation, outlines methodology for engagement based on audience and provides a menu of tactics for increasing public information and engagement in various planning processes and implementation programs. SCAG's current PPP is included herein as **Appendix D** and is also available on the SCAG website at <https://scag.ca.gov/community-participation-public-participation-plan>.

SCAG seeks to identify and address barriers to participation experienced by persons protected by Title VI, persons with LEP, and other populations identified through applicable federal or state requirements or SCAG planning policies. SCAG recognizes that effective public involvement assists the agency in understanding the transportation and planning needs and concerns of communities throughout the region and supports informed regional decision-making.

SCAG uses a variety of methods to facilitate meaningful public participation. Depending on the particular planning activity, these methods may include in-person and virtual meetings held at accessible times and locations, multilingual notices and materials, interpretation and translation services, online or anonymized surveys, , pop-up outreach at existing community events, and other methods designed to reduce barriers to participation.

SCAG's LAP describes the measures SCAG uses to provide meaningful access to persons with LEP. Additional information concerning the LAP is provided in subsection g, below.

SCAG may also undertake broader community-engagement initiatives pursuant to SCAG policy, California law, regional planning responsibilities, and other applicable requirements. These activities may include partnerships with community-based organizations, using research methods to gather representative input, outreach to traditionally underserved communities, and other tailored engagement strategies. As discussed in Section III, these broader initiatives are complementary to, but distinct from, SCAG's obligations under federal Title VI.

As part of the development and implementation of its regional transportation plans, SCAG documents its public participation activities and evaluates opportunities to improve outreach and engagement in future planning cycles.

g) Requirement to Provide Meaningful Access to LEP Persons

Title VI prohibits discrimination on the basis of national origin. Consistent with DOT's current guidance concerning persons with LEP, SCAG takes reasonable steps to provide persons with LEP meaningful access to its programs and activities. DOT's current LEP Guidance applies to recipients of DOT financial assistance, including MPOs.

SCAG maintains a LAP to identify language access needs and reasonable measures for providing language assistance to persons with LEP. SCAG periodically reviews and updates its LAP to reflect current demographic information, interactions with persons with LEP, the nature and importance of SCAG programs and services, and available resources. In developing and updating the LAP, SCAG analyzes the DOT four factor analysis, which considers the following:

- The number or proportion of LEP persons to be served or likely to be encountered in a SCAG program, activity, or service.
- The frequency with which LEP individuals come in contact with SCAG programs.
- The nature and importance of programs, activities or service provided by SCAG to the LEP population.
- The resources available to SCAG and overall costs to provide LEP assistance.

A full copy of SCAG's LAP for LEP Populations can be found in **Appendix E** and is available on the SCAG website at <https://scag.ca.gov/title-vi>. Key elements of the LAP include:

- Translating vital documents into the four largest LEP languages—Spanish, Chinese, Korean, and Vietnamese. The agency will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other, non-vital documents.
- Identifying LEP individuals who need language assistance by using the U.S. Census Bureau's "I Speak" language identification list.
- Having translators, including bilingual staff members, available for public meetings and workshops, as needed.
- Instituting formal procedures to document the frequency with which LEP persons come into contact with SCAG staff and the nature of the interaction, as well as documenting the frequency in which translated documents are accessed on the website.

h) Minority Representation on Planning and Advisory Boards

SCAG acknowledges its responsibility to comply with Title 49 CFR Section 21.5(b)(1)(vii); however, at this time, SCAG does not have any transit-related, non-elected planning boards, advisory councils or committees, or similar committees, of which the membership is selected by SCAG, and therefore, no table is provided denoting the racial breakdown of the membership of such committees. To the extent that in the future SCAG creates such committees and selects its membership, SCAG will encourage the participation of minorities in these committees and provide the required information.

i) Providing Assistance to Subrecipients

In compliance with 49 CFR Section 21.9(b) and applicable FTA guidance, when SCAG passes FTA financial assistance through to subrecipients, SCAG requires applicable subrecipients to submit such compliance reports as are necessary for SCAG to carry out its obligations under Title VI. SCAG assists its subrecipients in complying with DOT's Title VI regulations, including general reporting requirements. Assistance is provided to each subrecipient by SCAG, as necessary.

SCAG requires its subrecipients to submit a Pre-Award Title VI checklist, requires a subsequent annual Title VI report, and works cooperatively to assist them in updating their programs to address DOT Title VI regulations and meet program approval deadlines. Upon request, SCAG provides the following information to subrecipients:

- A copy or access to SCAG's Title VI Program, which includes the agency's notice to the public informing beneficiaries of their rights under DOT's Title VI regulations, procedures on how to file a Title VI complaint and SCAG's Title VI complaint form.
- Additional sample notices and procedures, including a link and resources to all applicable FTA circulars.
- Demographic information on the race and English proficiency of residents served by the subrecipient, and other data such as travel patterns, that will assist the subrecipient in complying with Title VI.

j) Monitoring Subrecipients

In compliance with 49 CFR Section 21.9(b), and to ensure that subrecipients comply with the DOT's Title VI regulations, SCAG, as a primary recipient of federal pass-through funds, monitors subrecipients for compliance with the regulations. However, when a subrecipient is also a direct recipient of FTA funds the subrecipient/direct recipient reports directly to FTA and SCAG is not responsible for and does not monitor compliance of that subrecipient/direct recipient.

As applicable, in order to ensure SCAG and subrecipients (which are not direct recipients) are following Title VI requirements, SCAG undertakes the following monitoring activities:

- Require Subrecipients to submit a Title VI compliance form upon entering into an agreement with SCAG and annually thereafter.
- Document its process for ensuring that all subrecipients are complying with applicable regulations, as well as other requirements that apply to the subrecipient based on the type of entity and the number of fixed route vehicles it operates in peak service, if a transit provider.
- Collect Title VI Programs from subrecipients and review programs for compliance.
- Conduct on-site visits of subrecipients as needed or after the filing of a Title VI complaint.

If SCAG determines that a subrecipient is not complying with applicable Title VI requirements, SCAG will seek appropriate corrective action and may exercise remedies available under the applicable funding agreement, including withholding payments or suspending, terminating, or cancelling the applicable project agreement, as authorized by the agreement and applicable law.

Subrecipients are required to submit an annual Title VI compliance form confirming compliance with Title VI requirements, if a subrecipient is not meeting all requirements they are required to explain the noncompliance and prepare a corrective action plan to come into compliance. If SCAG staff identifies that modifications are needed, subrecipients must provide the most updated version of the Title VI program within 30 days of finalizing an update.

Additionally, changes in the FTA's Title VI requirements may necessitate updates to subrecipients' Title VI programs in order to ensure compliance. In order to assist SCAG in its compliance efforts, subrecipients' Title VI Programs are set on a schedule determined by SCAG and in compliance with FTA requirements. Some of SCAG's subrecipients are also direct recipients of FTA funds. As of July 1, 2023, SCAG does not have active subrecipients receiving FTA pass-through funding.

Changes in applicable statutes, regulations, or FTA guidance may require a subrecipient to revise its Title VI Program or other compliance documentation before the next regularly scheduled submission. SCAG maintains a submission and monitoring schedule designed to ensure that applicable subrecipients remain current with Title VI requirements.

k) Determination of Site or Location of Facilities

SCAG acknowledges its responsibility to comply with Title 49 CFR Section 21.5(b)(3) and complete a Title VI equity analysis if SCAG constructs a facility, such as an operation center, storage facility, etc.; however, SCAG does not currently operate nor have plans to construct such a facility at this time. SCAG will complete the Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color or national origin. This process would include outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis would compare the equity impacts of various siting alternatives and occur before the selection of the preferred site.

l) Requirement to Provide Additional Information Upon Request

SCAG will provide information other than that required by the Circular to FTA upon request, should it be necessary to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT's Title VI regulations.

V. Compliance with Requirements Specific to Metropolitan Planning Organizations

In addition to the General Requirements for all FTA recipients, Chapter VI of the Circular includes specific requirements that MPOs must follow to comply with the DOT's Title VI regulations. The following is a summary of SCAG's compliance with those requirements. It should also be noted that SCAG is not a provider of fixed route public transportation, and therefore, the requirements set out in Chapter IV of the Circular for transit providers are not applicable to SCAG.

a) Requirement that Metropolitan Planning Activities Comply with Title VI

SCAG conducts its metropolitan transportation planning activities in accordance with applicable federal transportation planning requirements, including 49 U.S.C. Section 5303 and subpart C of 23 CFR part 450, as well as applicable Title VI requirements.

As previously noted, SCAG updates and submits its Title VI Program every three years or as otherwise directed by FTA. SCAG also submits its Title VI Program to Caltrans in order to assist the state in its compliance efforts. A copy of the resolution approving this 2026 Title VI Program by SCAG's Regional Council is attached as **Appendix F**.

b) Demographic Profile of the Metropolitan Area

Consistent with applicable FTA guidance and 49 CFR Section 21.9(b), SCAG maintains demographic information concerning the population of the SCAG region, including racial and ethnic data necessary to support Title VI compliance, transportation planning, public participation, and other applicable federal reporting requirements.

SCAG prepares a demographic profile of the metropolitan area that identifies the geographic distribution of populations by race and ethnicity and other demographic characteristics relevant to applicable federal planning and civil rights requirements.

SCAG uses this information to support regional transportation planning, identify potential barriers to participation, assist with language-access planning, and evaluate whether circumstances warrant further review for potential Title VI compliance concerns. Demographic differences or differences in outcomes, standing alone, do not establish a violation of Title VI.

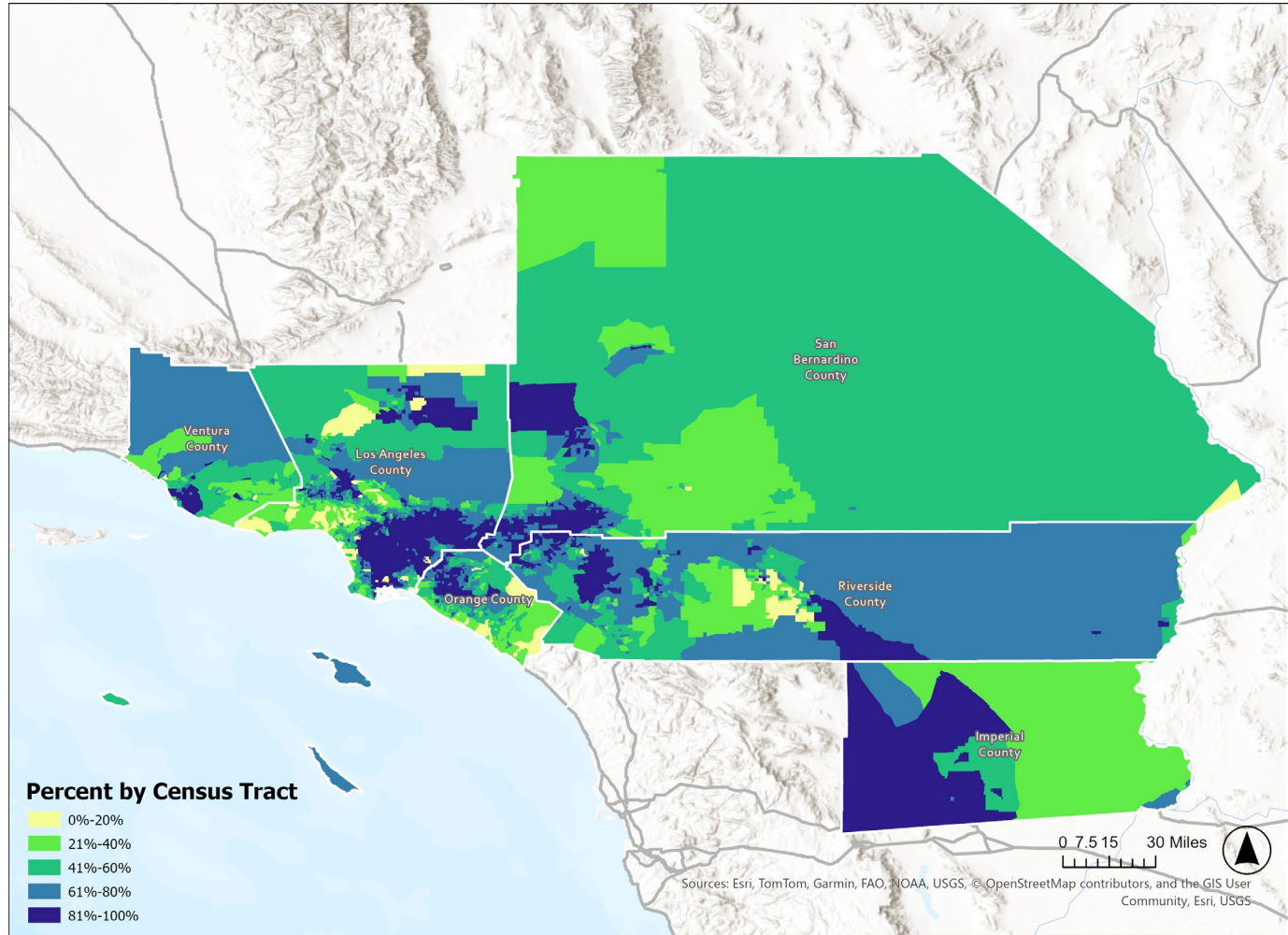
Population by Race/ Ethnicity	Imperial County		Los Angeles County		Orange County	
	Population	% of County	Population	% of County	Population	% of County
Hispanic or Latino	157,437	86.6%	4,758,285	48.8%	1,087,435	34.3%
Non Hispanic White	15,639	8.6%	2,361,352	24.2%	1,136,486	35.8%
Non Hispanic African American	2,587	1.4%	715,588	7.3%	50,600	1.6%
Non Hispanic American Indian and Alaska Native	1,133	0.6%	15,507	0.2%	4,997	0.2%
Non Hispanic Asian	2,339	1.3%	1,471,242	15.1%	740,361	23.4%
Non Hispanic Native Hawaiian and Other Pacific Islander	1,082	0.6%	22,764	0.2%	8,375	0.3%
Non Hispanic Others	1,507	0.8%	412,441	4.2%	142,181	4.5%
Total	181,724	100.0%	9,757,179	100.0%	3,170,435	100.0%

Population by Race/ Ethnicity	Riverside County		San Bernardino County		Ventura County	
	Population	% of County	Population	% of County	Population	% of County
Hispanic or Latino	1,327,618	52.5%	1,249,604	56.4%	378,725	45.3%
Non Hispanic White	742,882	29.4%	509,355	23.0%	338,528	40.5%
Non Hispanic African American	146,095	5.8%	158,225	7.1%	13,510	1.6%
Non Hispanic American Indian and Alaska Native	9,080	0.4%	5,947	0.3%	830	0.1%
Non Hispanic Asian	180,251	7.1%	187,265	8.5%	63,448	7.6%
Non Hispanic Native Hawaiian and Other Pacific Islander	7,592	0.3%	6,220	0.3%	46	0.0%
Non Hispanic Others	116,415	4.6%	97,665	4.4%	40,340	4.8%
Total	2,529,933	100.0%	2,214,281	100.0%	835,427	100.0%

Population by Race/ Ethnicity	SCAG	
	Population	% of County
Hispanic or Latino	8,959,104	47.9%
Non Hispanic White	5,104,242	27.3%
Non Hispanic African American	1,086,605	5.8%
Non Hispanic American Indian and Alaska Native	37,494	0.2%
Non Hispanic Asian	2,644,906	14.2%
Non Hispanic Native Hawaiian and Other Pacific Islander	46,079	0.2%
Non Hispanic Others	810,549	4.3%
Total	18,688,979	100.0%

Source: 2024 American Community Survey 1-year Estimates, U.S. Census Bureau

PERCENT OF MINORITY POPULATION IN THE SCAG REGION



c) Description of Procedures to Identify and Consider Mobility Needs of Minority Populations

SCAG represents the whole six-county region in all its geographic and demographic diversity. During the planning process, SCAG is committed to engaging and utilizing input from a range of constituents and stakeholders. This commitment includes tailoring communications and information-sharing to a range of different levels of experience with, and understanding of, the principles of metropolitan planning. Specifically, SCAG plans for all residents of the region with particular consideration of the mobility and accessibility needs of minority populations protected by Title VI and, as applicable, other populations identified under federal or state requirements or SCAG planning policies, including low-income populations, older adults, children, persons with LEP, and people with disabilities.

Programs that have a public outreach component use a variety of methods to develop individual, project-specific public participation plans tailored according to scope and audience. Some of the methods taken to ensure the mobility needs of underserved communities, including minority populations, are identified and considered include:

- Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as childcare or translation services
- Workshops co-hosted with community groups
- Outreach at locations, destinations or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities)
- Outreach in the community (e.g., at churches, health centers, schools etc.)
- Conducting meetings entirely in community's primary language and/or providing interpreters to be available for public meetings and workshops as needed, with 72-hour advance notice
- Flyers (in different languages as needed) on transit vehicles and at transit hubs
- Use of community media outlets to announce participation opportunities
- Disseminating notices of availability and press releases to print, radio and broadcast media serving underserved communities
- Utilizing various visualization methods, public survey methods, and commenting methods to ensure information is shared and collected in multiple ways

SCAG also regularly holds meetings, open to the public, where people are welcome to make comments and provide input. SCAG allows for in-person, remote, telephonic, and written participation in these meetings to encourage the direct involvement of community members and organizations representing all segments of the population, including traditionally underrepresented and underserved communities, to help ensure that the planning process reflect the diverse interests within the region.

In developing the RTP/SCS, SCAG implements additional methods to ensure mobility needs are identified and considered. These include:

- Evaluation of the distribution of transportation benefits and burdens among people of color, low-income communities, and other populations identified through SCAG's regional planning and analytical processes. The analysis is conducted as part of SCAG's broader regional planning responsibilities and does not establish or modify the federal Title VI liability standard.
- For each update of the RTP/SCS, SCAG prepares a PPP that provides more information on the applicable public participation process and the analytical methods used in connection with that RTP/SCS update.

d) Mapped Impacts of Distribution of State and Federal Funds in Aggregate of Metropolitan Area

In compliance with the Circular, SCAG developed maps and tables that analyze the impacts of the distribution of state and federal funds in the aggregate for public transportation purposes.

For Connect SoCal 2024, SCAG tabulated the mileage of highway, transit, and bikeway improvements using the project list in the region and compares it to the share located in Priority Equity Communities. Highway improvements are presented by project lane type, including mixed-flow, toll, express, and HOV lanes. Transit improvements are presented through changes to transit revenue mileage by type, including local, express, and rapid buses; and local, commuter and high-speed rail. The revenue mile calculation for transit improvements includes transit projects with service-only improvements. Bike facility lane miles were calculated by the centerline of bike lanes.

Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors, including low-income and minority populations. SCAG uses Priority Equity Communities as a point of comparison for the region to determine if plans cause disproportionate and adverse impacts to historically marginalized and disadvantaged communities.

Overall, Connect SoCal 2024 includes 15 percent of all highway projects, 55 percent of all transit projects, and 79 percent of new bike lane miles in Priority Equity Communities under the 2050 Plan scenario. Compared to the 50.8 percent of the population in Priority Equity Communities, the proportion of investment in Priority Equity Communities is lower for highway projects, and slightly higher for transit and bikeway projects.

Table 1 shows the change in highway lane mileage by type for the SCAG and in Priority Equity Communities between 2019 Base Year and 2050 Baseline and Plan scenarios. Examining the RTP highway projects in the region, 39 percent of the transportation investment for highway improvements will occur in mixed-flow corridors from 2019 Base Year to 2050 Baseline and an additional 30 percent from Baseline to Plan. The largest share of investment will go to express lanes, which will be 59 percent between Base Year and Baseline, and an additional 87 percent between the Baseline and Plan. While HOV lane improvement accounts for two percent of highway investments in the Baseline scenario, there will be a reduction by 19 percent of HOV lanes due to HOV conversion to express lanes in the Plan scenario.

For Priority Equity Communities, 40 percent of total improvements in Priority Equity Communities will be added to mixed flow, and an additional 20 percent will be gained with the Plan. The largest share of highway investment improvements in Priority Equity Communities will also go to express lanes, with 108 percent and 187 percent in Baseline and Plan scenarios, respectively. This significant investment is a result of HOV conversion to express lanes, which is reflected by the 49 percent and 116 percent decrease in HOV lane investment in the Baseline and Plan scenarios, respectively. Map 1 shows the location of the planned highway network in relation to Priority Equity Communities.

Table 1. Change in Highway Lane Mileage by Type

Type	SCAG Region		Priority Equity Communities	
	<i>Base Year vs Baseline</i>	<i>Baseline vs Plan</i>	<i>Base Year vs Baseline</i>	<i>Baseline vs Plan</i>
Mixed Flow	39%	30%	40%	20%
Express Lanes	59%	87%	108%	187%
HOV Lanes	2%	-19%	-49%	-116%
Toll Roads	0%	2%	0%	8%
Region	100%	100%	100%	100%

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

Source: Connect SoCal 2024 Project List

Map 1. Planned Highway Network

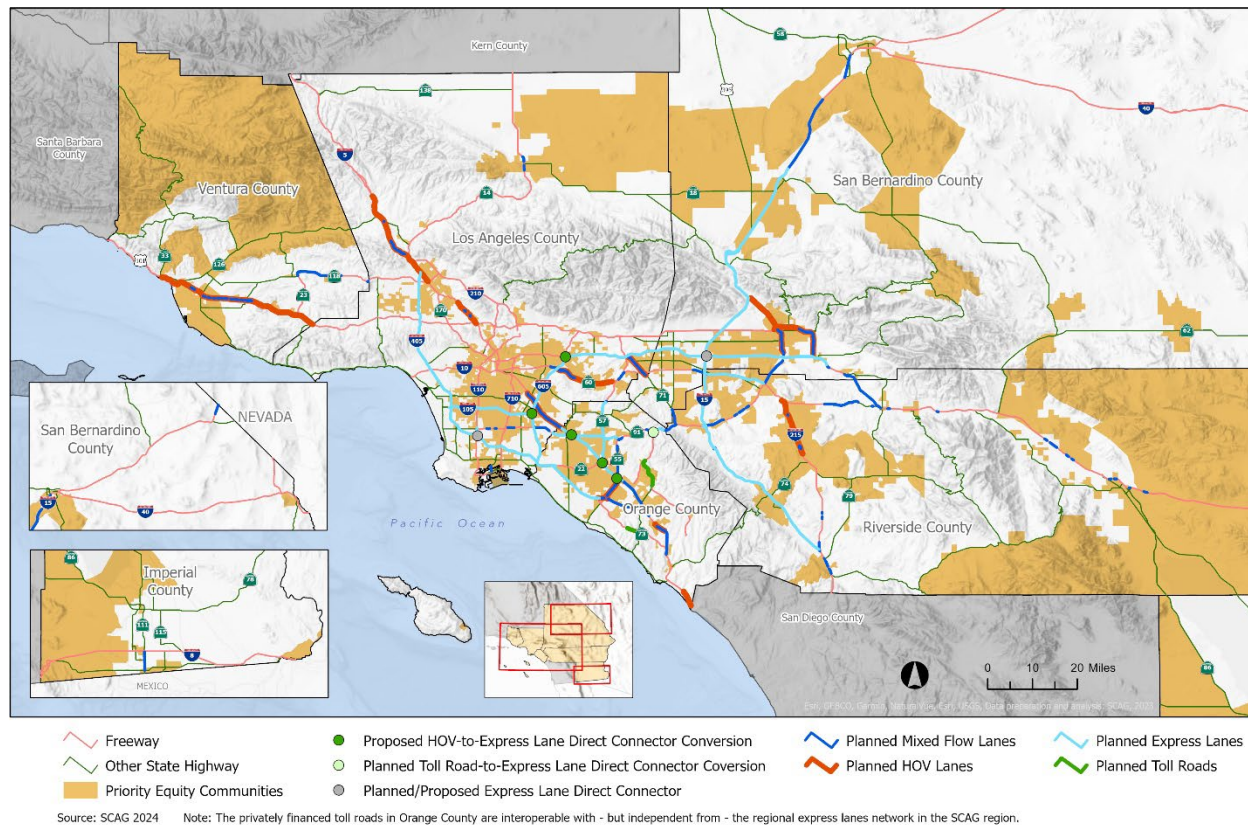


Table 2 shows that the largest transit investment (116 percent of transit revenue miles) will be in local bus lines between 2019 Base Year and 2050 Baseline, with an additional 20 percent added in the 2050 Plan scenario. While there will be a decrease of 53 percent of rapid bus lines by revenue mile in the Baseline, rapid bus lines will add 23 percent of transit revenue mile investments with the Plan. With the Plan, commuter and high-speed rail will be increased by 25 percent and 16 percent, respectively.

Compared to the whole region, the same percent of the transit line investments in Priority Equity Communities will occur on local bus lines between 2019 Base year and 2050 Baseline, with an additional 24 percent added in with the Plan. In addition to the improvements for transit between the Base Year and Baseline scenarios, Priority Equity Communities are expected to receive equal or greater investments in all bus transit and commuter rail with the implementation of the Plan. Though there are still increases, investments in local rail and high-speed rail are slightly lower in Priority Equity Communities compared to the regional share. Map 2 shows the location of the planned transit network in relation to Priority Equity Communities.

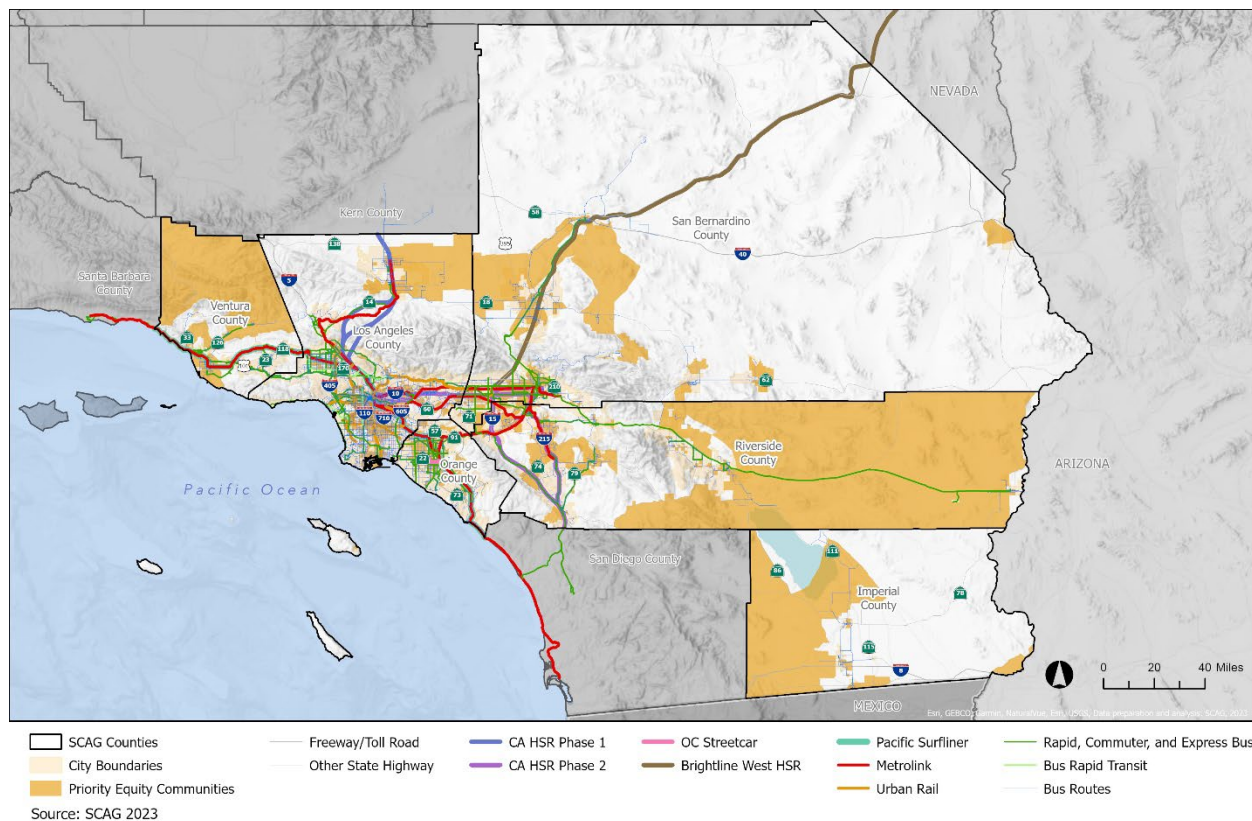
Table 2. Change in Transit Revenue Miles by Type

Type	SCAG Region	Priority Equity Communities		
	Base Year vs Baseline	Baseline vs Plan	Base Year vs Baseline	Baseline vs Plan
Local Bus	116%	20%	116%	24%
Express Bus	0%	5%	2%	5%
Rapid Bus	-51%	23%	-43%	28%
Local Rail	35%	11%	24%	9%
Commuter Rail	1%	25%	1%	25%
High-Speed Rail	0%	16%	0%	9%
Region	100%	100%	100%	100%

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

Source: Connect SoCal 2024 Project List

Map 2. Planned Transit Network



Currently, over 48 percent of the region's bike facilities are in Priority Equity Communities. With the additional bikeways in the Plan, this proportion will grow to 62.3 percent. Table 3 shows the change in bike lane mileage by class type in the SCAG region and Priority Equity Communities. Compared to the region's 80 percent increase in bike lane miles, bike lane facilities in Priority Equity Communities are expected to grow by 129 percent from current levels. Growth for all bike facility types, except for Class IV (separated bikeways), is expected to be greater in Priority Equity Communities than for the full region. Class IV bikeway mileage is still anticipated to increase significantly both in the

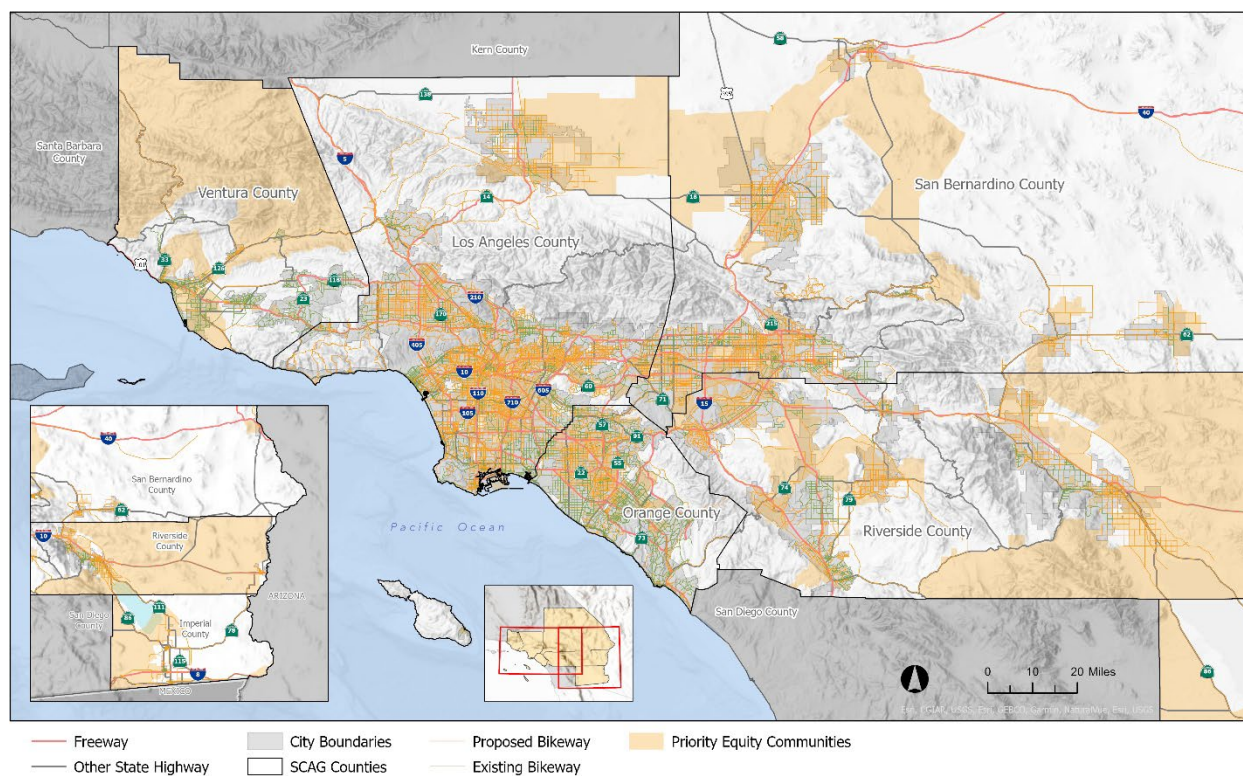
region and in Priority Equity Communities. Map 3 shows the location of existing and proposed bike facilities in the region in relation to Priority Equity Communities.

Table 3. Change in Bike Lane Mileage by Facility Type

Type	Region	Priority Equity Communities
Class I	75%	136%
Class II	57%	111%
Class III	115%	138%
Class IV	2039%	2162%
Region	80%	129%

Source: SCAG 2024 Regional Bikeway Shapefile

Map 3. Existing and Proposed Bikeways



Source: SCAG 2024 Regional Bikeway Shapefile

e) Analysis of Transportation System Investment that Identifies and Addresses Disparate Impacts

The Circular directs MPOs to analyze transportation system investments, including the aggregate distribution of State and Federal funds for public transportation purposes, and to identify and address disparate impacts. Since issuance of the Circular, DOT amended 49 CFR Part 21, effective June 11, 2026, to eliminate disparate impact liability under its Title VI regulations. Accordingly, SCAG conducts the analyses called for in applicable FTA guidance while interpreting the results consistently with current federal statutes and regulations.

SCAG prepares technical analyses in connection with each RTP/SCS to satisfy applicable statutory requirements to evaluate the distribution of transportation investments, benefits, burdens, and other conditions among populations within the region. These analyses may provide information relevant to Title VI compliance and may also support broader SCAG, state-law, environmental justice, and equity planning responsibilities. Differences in outcomes among demographic groups, standing alone, do not establish a violation of Title VI.

SCAG conducted an Equity Analysis as part of Connect SoCal 2024, utilizing numerous performance measures to analyze existing demographic, socioeconomic, transportation, environmental, and accessibility conditions and to evaluate the potential distribution of benefits and burdens associated with implementation of the Plan. Certain components of the Equity Analysis provide demographic and transportation investment information relevant to SCAG's FTA Title VI reporting requirements. Other components reflect broader analyses that are not themselves federal Title VI liability standards. Performance results relevant to this Title VI Program are summarized below, and more detailed information can be found in the Connect SoCal 2024 Equity Analysis Technical Report.

For purposes of Title VI reporting and analysis, SCAG uses racial and ethnic classifications and demographic information consistent with applicable federal requirements, FTA guidance, and U.S. Census Bureau data. SCAG may separately analyze low-income populations, Priority Equity Communities, and other demographic or socioeconomic groups as part of its broader regional planning, environmental justice, equity, or state law responsibilities. Such populations or planning categories are not additional protected bases under Title VI.

The results of applicable performance measures are summarized in Table 4, with additional detail concerning selected measures provided below.

Table 4. Connect SoCal 2024 Equity Performance Measures

Performance Measure	Definition	Summary of Analysis
MOBILITY		
Share of Transportation System Usage	<i>Plan Assessment:</i> Comparison of transportation system usage by mode for low-income households and people of color relative to each group's regional population share	This existing conditions analysis confirmed typical patterns of higher income transit riders tending to ride the train, while lower income transit riders tend to ride the bus. People of color are more likely to use public transit and active transportation modes to reach destinations as compared to White residents.
Travel Time and Travel Distance Savings	<i>Plan Assessment:</i> Change in distance traveled by all transit, local transit, and auto modes by race and ethnicity and income quintiles	Compared to the 2050 Baseline, results anticipate the Plan will increase miles traveled on transit and decrease miles traveled by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person miles traveled for lower income quintiles and for Hispanic/Latino, Black, and Asian travelers.

Performance Measure	Definition	Summary of Analysis
Travel Time and Travel Distance Savings	<i>Plan Assessment:</i> Change in hours traveled by all transit, local transit, and auto modes by race and ethnicity and income quintiles	Compared to the 2050 Baseline, results anticipate the Plan will increase time spent on transit and decrease time spent traveling by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person hours traveled for higher income quintiles and for Hispanic/Latino and White travelers.
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of jobs reachable within 15 and 30 minutes by automobile and 15 and 45 minutes by transit during morning peak period (6-9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Compared to the 2050 Baseline, the Plan is expected to improve access to jobs for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied.
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of retail establishments reachable within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 AM to 3 PM), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Compared to the 2050 Baseline, the Plan is expected to improve access to shopping for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied.
Access to Everyday Destinations	<i>Plan Assessment:</i> Percent of population that can reach a park location within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 AM to 3 PM), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Compared to the 2050 Baseline, the Plan is expected to improve access to parks for the overall population in the region and Priority Equity Communities, except for small decreases in bicycle access. Transit access to parks is expected to improve for all populations, however, several decreases are seen for other modes. The largest decreases are for Hawaiian-Pacific Islander and Native American populations where the decrease in auto access in Priority Equity Communities exceeds the regional change; and for the Native American population where the decrease in bicycle access in the region exceeds the decrease in Priority Equity Communities.

Performance Measure	Definition	Summary of Analysis
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of schools within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during morning peak period (6 AM- 9 AM), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Compared to the 2050 Baseline, the Plan is expected to improve access to schools for the overall population in the region and Priority Equity Communities, however, bicycle access decreases slightly for several populations in Priority Equity Communities, including Black and Hispanic/Latino people, older adults, and people with disabilities.
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of healthcare facilities within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 AM to 3 PM), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Compared to the 2050 Baseline, the Plan is expected to improve access to healthcare for the overall population in the region and Priority Equity Communities, except for auto decreases for the Black population in Priority Equity Communities.
Bicycle and Pedestrian Collisions	<i>On-going Measure:</i> Percent of Bicycle/Pedestrian High Injury Networks located within Priority Equity Communities	According to this existing conditions analysis, approximately 72 percent of the Bicycle High Injury Network and 80 percent of the Pedestrian High Injury Network are within or adjacent to Priority Equity Communities.
Bicycle and Pedestrian Collisions	<i>Plan Assessment:</i> Safety projects on bicycle and pedestrian High Injury Network	With the Plan, only 13 percent of bicycle and pedestrian modal networks of the Regional High Injury Network may experience improvement from planned safety projects, but over three-quarters of the lane miles of those projects are located in Priority Equity Communities.
COMMUNITIES		
Jobs-Housing Imbalance	<i>On-going Measure:</i> Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Between 2010 and 2019, jobs-housing fit increased and low-wage jobs-housing fit decreased. Additionally, coastal counties have a substantial concentration of low-wage jobs, but lack an adequate number of affordable rental units, while inland counties have a substantial concentration of affordable rental units and workers, relative to the number of low-wage jobs that match their skills.

Performance Measure	Definition	Summary of Analysis
Neighborhood Change and Displacement	<i>On-going Measure:</i> Examination of demographic changes within gentrifying neighborhoods	Between 2010 and 2019, gentrification—indicated by a significant influx of college-education individuals—is more pronounced in neighborhoods with a higher concentration of immigrants and renters as well as communities of color. While gentrifying neighborhoods did not necessarily experience a pronounced change in income during the observed period of time, they did become more culturally and racially diverse.
Neighborhood Change and Displacement	<i>On-going Measure:</i> Examination of eviction filings and households threatened with eviction within gentrifying neighborhoods	Between 2010 and 2019, gentrifying neighborhoods and those with high eviction filings had higher percentages of Black and Hispanic/Latino people and a lower share of non-Hispanic White people compared to the region, but despite sharing such demographic similarities, most gentrifying neighborhoods were not identified as places with high eviction filings.
Rail-Related Impacts	<i>Plan Assessment:</i> Demographic analysis for areas in close proximity to rail corridors and railyards	In the Base Year, there is a higher concentration of low-income households and some people of color, particularly Hispanic/Latino populations, in areas adjacent to railroads and railyards, and it is expected that this concentration may grow in the Baseline and Plan outcomes. SCAG anticipates nominal Plan impact, and that population changes would generally follow that of the SCAG region.
Rail-Related Impacts	<i>Plan Assessment:</i> Demographic analysis for areas in close proximity to planned grade separations	Grade separations can help reduce traffic delays, idling emissions and safety risks. Asian people and households with incomes in the highest income quintile are expected to experience an increase in concentration around grade separation projects with the implementation of the Plan.
ENVIRONMENT		

Performance Measure	Definition	Summary of Analysis
Resilience and Climate Vulnerabilities	<i>Plan Assessment:</i> Assessment of overlay between Priority Equity Communities and Climate Risk Areas, including flood hazard zones, sea level rise, wildfire risk, landslide hazard areas, substandard housing, extreme heat, drought, and earthquake hazard zones	Existing conditions show that people of color and low-income populations are at a greater risk of experiencing adverse impacts from climate change. With the Plan, risks are expected to be reduced for Asian households in earthquake zones, landslide risk areas, and sea level rise areas. Other differences show nominal changes in population exposure to existing hazards for sea level rise, landslide hazard areas, wildfires, extreme heat, drought, and earthquake hazards. Although impacts from climate-related hazards are not always geographically isolated, overall White and Hispanic/Latino populations reside disproportionately in multiple climate hazard zones.
Emissions Impacts Analysis	<i>Plan Assessment:</i> Examination of change in air pollutant emissions region-wide as a result of the Plan in region and Priority Equity Communities	Compared to the 2050 Baseline, the Plan is expected to improve CO and PM2.5 emissions in the region and Priority Equity Communities. However, people of color and lower income households are slightly underrepresented in areas of improving emissions and slightly overrepresented in areas of worsening emission, though the pattern is less pronounced or non-existent in Priority Equity Communities.
Emissions Impacts Analysis	<i>Plan Assessment:</i> Examination of change in air pollutant emissions, focusing on demographics of	In 2019, most priority population groups show higher concentrations in areas freeway-adjacent areas compared to the greater region. In 2050,

Performance Measure	Definition	Summary of Analysis
	areas in close proximity to freeways and highly traveled corridors, as a result of the Plan in region and Priority Equity Communities	Asian and foreign-born populations are expected to grow in freeway-adjacent areas, though there are no significant differences with the Plan. Emissions reductions in freeway-adjacent areas is significant compared to the share of the region's total land area, but the Plan benefits are expected to be more pronounced in the region, compared to the freeway-adjacent areas, including areas that overlap with Priority Development Areas. Black, Hispanic/Latino, Multiracial and people of another race, youth, people with disabilities, and households in the higher income quintiles are expected to be overrepresented in areas with worsening emissions, and higher income quintiles are underrepresented in areas where emissions improve.
Noise Impacts	<i>On-going Measure:</i> Qualitative assessment of the disproportionate impacts of aviation noise impacts and the policies, programs, and plans to address project-level impacts	This existing conditions analysis shows that increased air passenger demand itself has not resulted in increased aviation noise exposure. Rather, the increased air passenger activity paired with reduced aircraft operations due to larger planes has resulted in reduced aircraft noise.
Noise Impacts	<i>On-going Measure:</i> Qualitative assessment of the disproportionate impacts of roadway noise impacts and the policies, programs, and plans to address project-level impacts	As found in the Emissions Impact Analysis, comparing the 2050 Baseline and Plan outcomes reveals no significant differences in the share of population groups living near freeways and highly traveled roads that may experience higher noise impacts. Several state and local strategies, like soundwalls and land use planning, can help reduce existing disparities in relation to roadway noise.
ECONOMY		

Performance Measure	Definition	Summary of Analysis
Geographic Distribution of Transportation Investments	<i>Plan Assessment:</i> Evaluation of the Plan's transit, roadway, and active transportation infrastructure investments in various communities throughout the region	The Plan is expected to invest 15 percent of all highway projects, 55 percent of all transit projects, and 79 percent of new bike lane miles in Priority Equity Communities; compared to the percent of the population in Priority Equity Communities, the investment is lower for highway projects, slightly higher for transit projects, and significantly higher for bikeway projects. Specifically, there are fewer investments in mixed-flow lanes and more bus and commuter rail revenue miles in Priority Equity Communities.
Investments vs. Benefits	<i>Plan Assessment:</i> Analysis of the Plan's investments by income quintile and race/ethnicity	The Plan is expected to invest a greater proportion into projects that benefit the lowest income quintile, and White, Black, and people who identify as another race (i.e., Native American, Native Hawaiian/Pacific Islander, some other race alone, and two or more races) compared to other income quintiles and Hispanic/Latino and Asian populations.
Revenue Sources in Terms of Tax Burdens	<i>On-going Measure:</i> Proportion of the Plan's revenue sources (taxable sales, income, and gasoline taxes) generated from low-income households and people of color	Understanding the "regressive" nature of sales and gasoline excise taxes, gasoline and transportation sales tax burden is greater for lower income quintiles, though the share of taxes paid increases as income increases. Taxes that help fund projects in the Plan are expected to fall more heavily on White and Asian households.
Impacts from Mileage-Based User Fees	<i>On-going Measure:</i> Examination of potential impacts from implementation of a mileage-based user fee on low-income households and people of color in the region	Although mileage-based user fees are the less regressive option compared to the current gas tax approach, with the shift more likely to impact higher earners, it is crucial to ensure user fee programs are designed equitably to ensure that vulnerable communities experience the benefits of road pricing while minimizing financial impacts.

Note: This table's references to individual races (Native American, Asian, Black, Native Hawaiian/Pacific Islander, White, and Multiracial/Other) are not of Hispanic/Latino ethnicity, unless stated otherwise.

Source: SCAG Connect SoCal 2024

PERFORMANCE MEASURES

The performance measures used in SCAG's Connect SoCal 2024 Equity Analysis allows for an understanding and comparison of benefits and burdens that are experienced by minority groups as a result of RTP/SCS investments. To help illustrate this, this section includes details and discussion about transportation system usage, tax burden, RTP/SCS expenditure distributions, mobility benefits, and accessibility benefits as included in the Connect SoCal 2024

Equity Analysis Technical Report. For more details on the methodology, please see the Connect SoCal 2024 Equity Analysis Technical Report.

TRANSPORTATION SYSTEM USAGE

SCAG used the 2017 National Household Travel Survey (NHTS) to analyze the demographic and travel characteristics of the SCAG region.

Table 5 presents transportation mode usage in the SCAG region by income quintile for all trips. Based on the mode share presented in both tables, the automobile, which accounts for over 83 percent of all trips, is the dominant mode of transportation, followed by walking (11.8 percent), then by bus (2.3 percent). Noting that there were more trips by bus than by rail overall, the highest two income quintiles had a higher share of rail trips compared to the lowest two income quintiles. Additionally, most bus riders are lower income quintile households; the lowest two income quintile households combined account for over 75 percent of bus riders. Another clear pattern in the data shows auto usage increasing with the income quintiles. The lowest income households (Quintile 1) take 13 percent of all auto trips, while the highest income households (Quintile 5) take 25 percent.

Table 5. Transportation Mode Usage by Income Quintile in the SCAG Region

	Walk	Bike	Auto	Bus	Rail	Others	Total Usage
Regional Share	11.8%	0.8%	83.8%	2.3%	0.5%	0.8%	100.0%
Quintile 1	26.5%	26.5%	13.2%	53.7%	22.2%	22.8%	15.9%
Quintile 2	22.8%	12.5%	18.6%	21.6%	6.5%	26.6%	19.1%
Quintile 3	15.3%	18.7%	20.1%	9.9%	23.4%	14.5%	19.2%
Quintile 4	16.8%	27.8%	23.0%	7.7%	24.9%	22.1%	21.9%
Quintile 5	18.6%	14.5%	25.2%	7.1%	22.9%	14.0%	23.8%

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

Source: 2017 NHTS, income quintiles calculated by SCAG

Table 6 presents transportation mode usage in the SCAG region by race and ethnicity for all trips. Overall, people of color are more likely to use public transit and active transportation modes to reach destinations as compared to White residents. Among the various ethnic groups, Hispanic/Latino travelers had the highest bus mode share in the SCAG region at 54.8 percent of bus trips. Black travelers had the second highest share of bus trips at 18.9 percent, a rate three times their total system usage, and the highest usage rate (mode share compared to total usage share) compared to other racial/ethnic groups. The mode share for auto trips is very proportionate to the total usage, as the Hispanic/Latino and White travelers had the highest auto mode share in the SCAG region at 39.6 percent and 38.5 percent, just over their respective total usage. Multiracial, White, and "other" travelers, including Native American and Native Hawaiian/Pacific Islander travelers, reported higher percentages of walking trips compared to their total usage while Asian, Black, Multiracial, and White travelers reported higher percentages of biking modes compared to their total usage.

Table 6. Transportation Mode Usage by Race and Ethnicity in the SCAG Region

	Walk	Bike	Auto	Bus	Rail	Others	Total Usage
Regional Share	11.8%	0.8%	83.8%	2.3%	0.5%	0.8%	100.0%
Asian	10.2%	12.5%	12.3%	7.7%	15.8%	15.6%	12.0%

	Walk	Bike	Auto	Bus	Rail	Others	Total Usage
Black	5.9%	6.3%	5.6%	18.9%	5.7%	7.8%	6.0%
Hispanic/Latino	38.0%	23.5%	39.6%	54.8%	20.5%	30.2%	39.5%
Multiracial	3.7%	6.5%	2.9%	2.5%	9.1%	1.7%	3.0%
White	40.8%	50.3%	38.5%	15.0%	47.6%	44.7%	38.4%
Other	1.4%	0.9%	1.1%	1.1%	1.2%	-	1.2%

Note: "Other" includes Native American and Native Hawaiian/Pacific Islander people due to small sample sizes.

Numbers may not sum to total due to rounding.

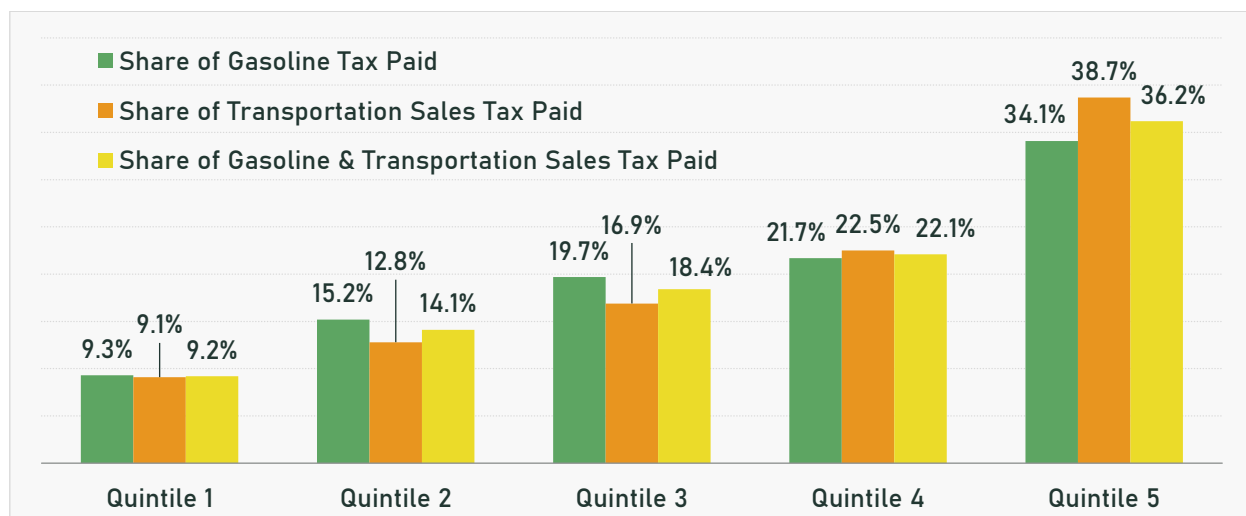
Source: 2017 NHTS

TAX BURDEN

SCAG allocated taxable sales and expenditure by income quintile and estimated transportation funding contributions or taxes paid by income group and race/ethnicity. Different funding sources can impose disproportionate burdens on low-income households and people of color. Sales and gasoline taxes, which are the primary sources of funding the region's transportation system, were evaluated to show how tax burdens fall on underserved communities.

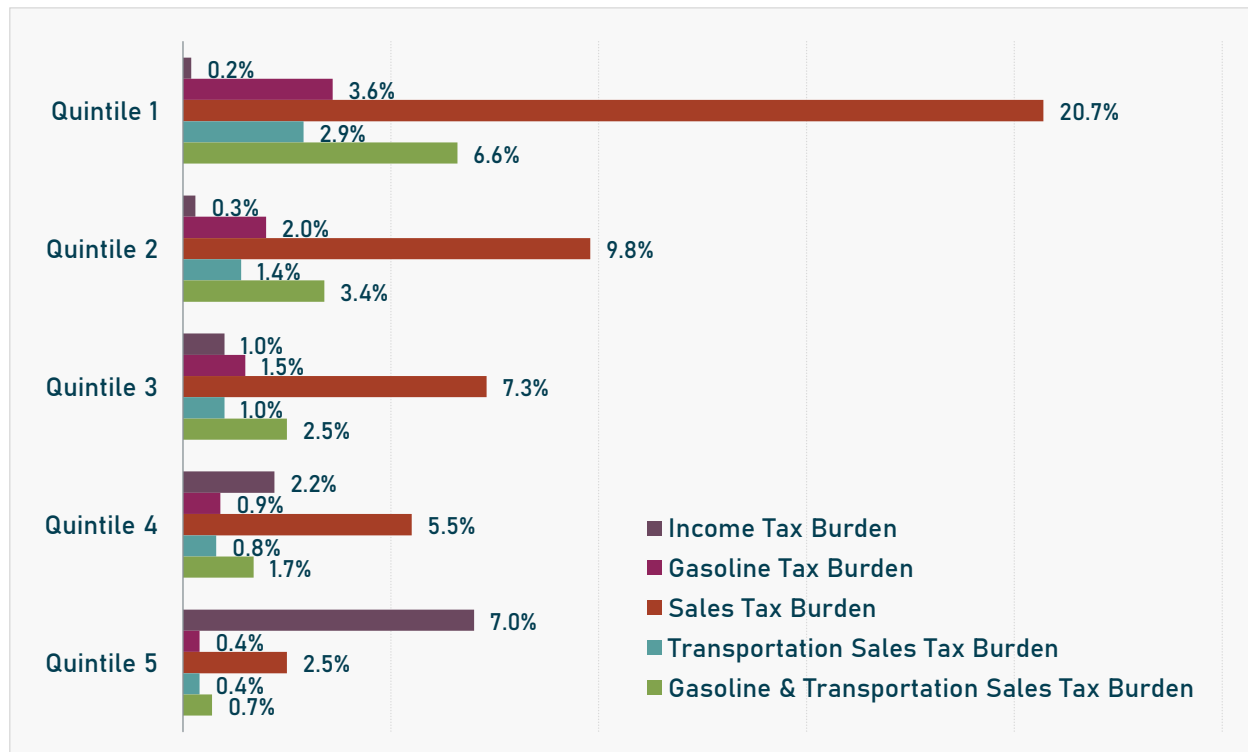
This portion of the 2024 analysis includes a comparative examination of the amount of taxes paid (sales tax, gasoline tax, and income tax) by the five respective income quintile groups and for each racial and ethnic group. Figures 1 and 2 indicate that taxes paid as a percent of each group's adjusted gross income puts the heaviest burden on lower-income groups. This is the so-called "regressive" nature of the excise gasoline taxes and retail sales taxes levied primarily on consumer durable and non-durable goods that make up the necessities of daily living.

Figure 1. Share of Taxes Paid by Income Quintile



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

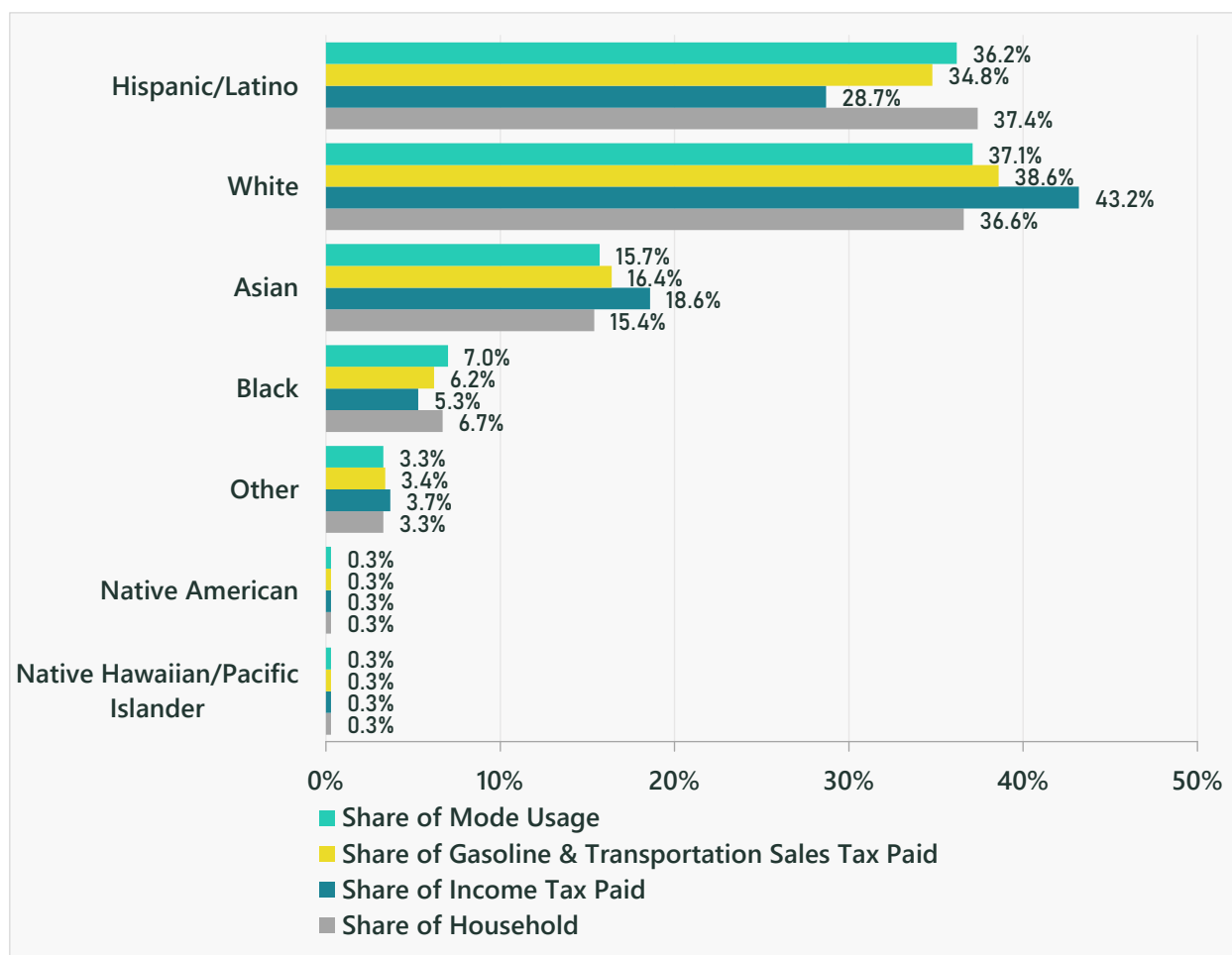
Source: CA FTB, 2020 Personal Income Annual Report, Table B-7. CDTFA, CA City and County Sales and Use Tax Rates (July 1, 2019, to December 31, 2019). CDTFA, Tables 1, 3, and 24A. BLS CEX, Table 1101.

Figure 2. Tax Burden by Income Quintile

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

Source: CA FTB, 2020 Personal Income Annual Report, Table B-7. CDTFA, CA City and County Sales and Use Tax Rates (July 1, 2019, to December 31, 2019). CDTFA, Tables 1, 3, and 24A. BLS CEX, Table 1101.

Figure 3 indicates that income taxes are expected to fall more heavily on White and Asian households who pay 43.2 percent and 18.6 percent of the income taxes while only making up 37.1 percent and 15.7 percent of the regional population, respectively. For gasoline and transportation sales taxes, most racial/ethnic groups have a share proportionate to the share of households, with a slightly elevated share for White and Asian households.

Figure 3. Share of Taxes Paid by Race/Ethnicity

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

Sources: SCAG Regional Growth Forecast, CA FTB, 2020 Personal Income Annual Report, Table B-7. CDTFA, CA City and County Sales and Use Tax Rates (July 1, 2019, to December 31, 2019). CDTFA, Tables 1, 3, and 24A. BLS CEX, Table 1101.

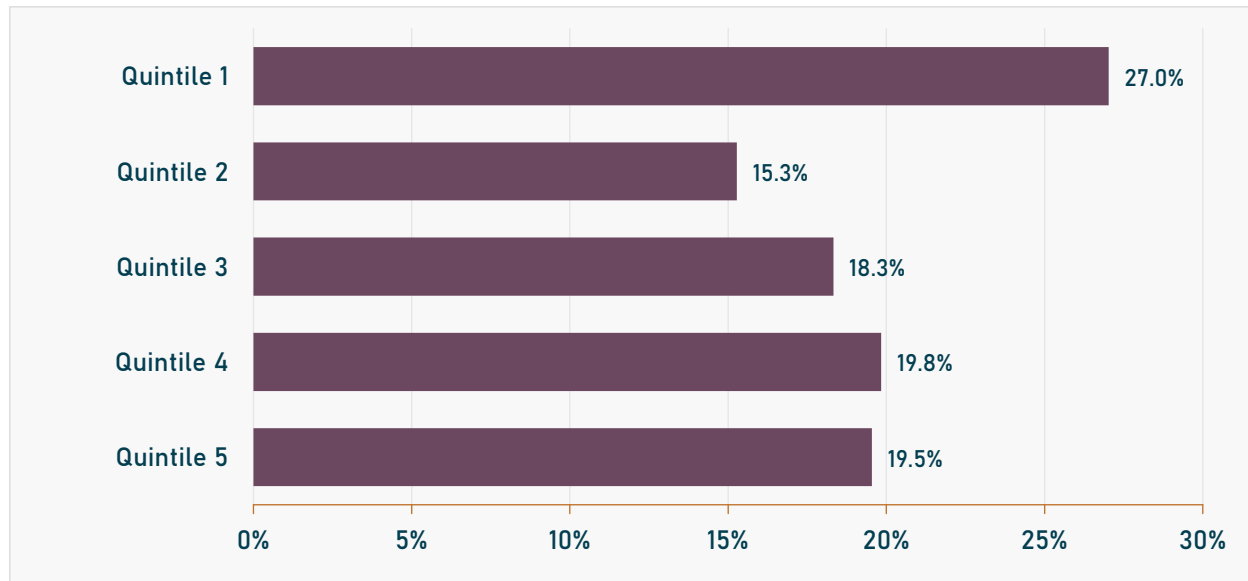
RTP INVESTMENT ALLOCATION

Transportation investment strategies can impact the transportation choices of low-income households and communities of color. A disproportionate allocation of resources for various investments can indicate a pattern of discrimination. SCAG utilized a benefit assessment method that considered to what extent various minority groups were receiving value from transportation investments. RTP/SCS expenditures were categorized by mode and then allocated to income and minority categories based on each group's household usage share of these modes.

Figure 4 presents the findings for the share of total investments, which looks at the raw dollars and compares the amount of transportation investments spent on low-income and high-income households. Note that income quintiles divide the regional population into groups of equal size, each representing 20 percent of the population. Transportation investments are most likely to benefit people with the lowest income quintile with 27 percent of Plan investments benefiting modes most used by the lowest quintile group. The two higher income quintiles (4 and 5) are

expected to each receive almost 20 percent of the investment, which is proportionate to their share of the regional population.

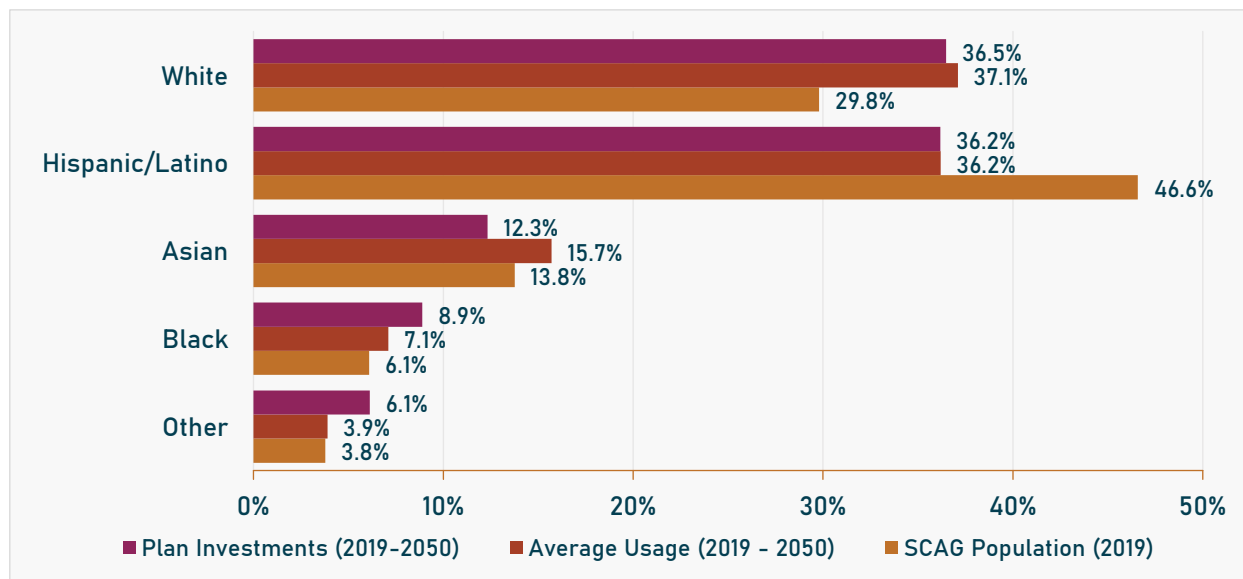
Figure 4. Connect SoCal 2024 Transportation Investments by Income Quintile



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

Source: 2017 NHTS, income quintiles calculated by SCAG, SCAG Financial Model 2024

Figure 5 evaluates the distribution of transportation investments for various racial and ethnic groups compared to the average share of mode usage over the same period (2019 to 2050). Based on this analysis, Plan investments are expected to be greater for projects that are most used by Black and “other” populations (i.e., Native American, Native Hawaiian/Pacific Islander, some other race alone, and two or more races) more than their share of the population and average usage. The White and Hispanic/Latino populations have approximately the same share of Plan investments and average usage, but vastly different shares of population. Compared to their shares of the regional population, the average usage emphasizes the outsized mode usage of White populations and the underutilization of the transportation system by Hispanic/Latino populations. The Plan’s investments in projects most used by Asian populations are lower compared to both their share of the population and average usage.

Figure 5. Connect SoCal 2024 Transportation Investments by Race and Ethnicity

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

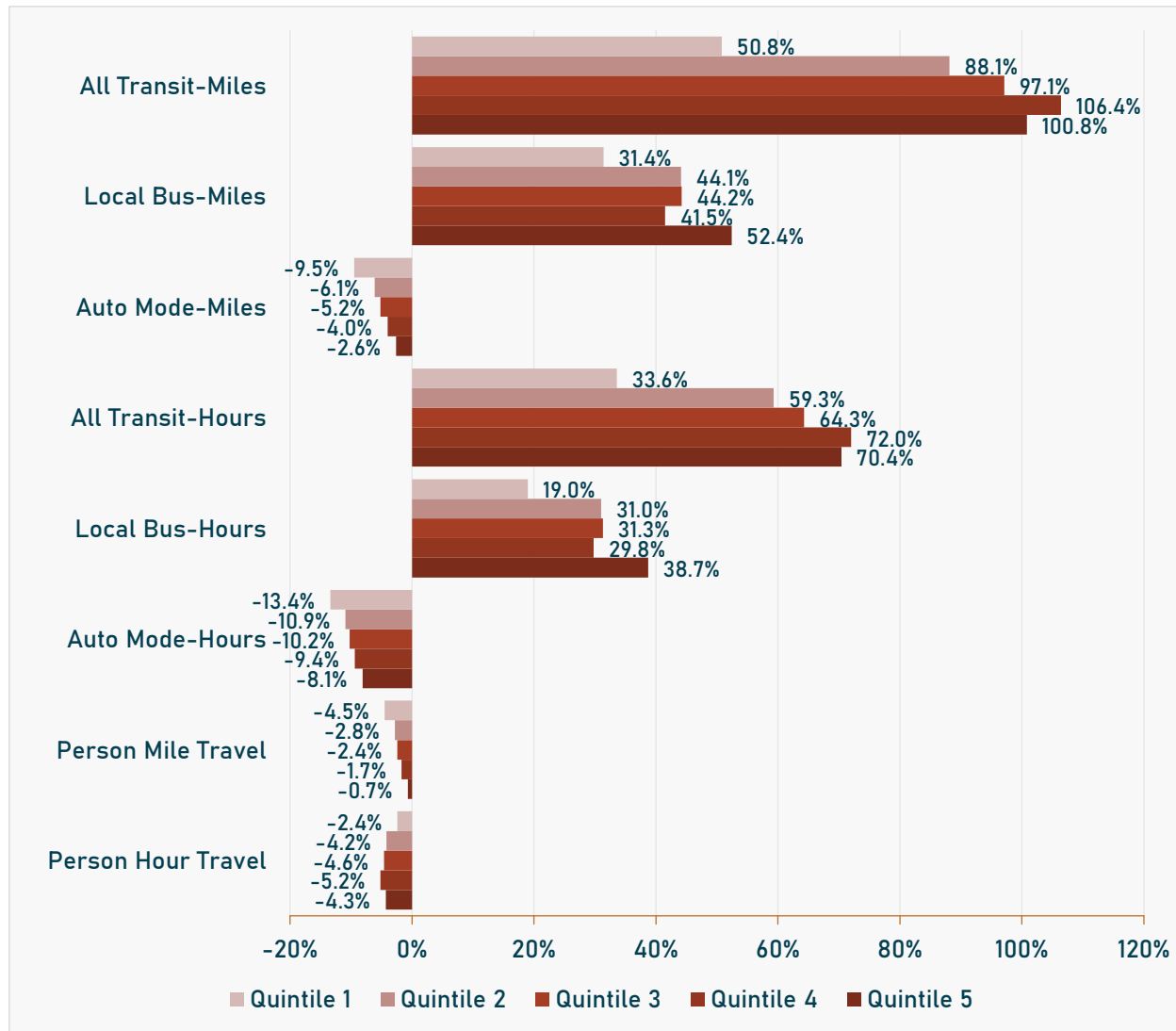
Source: 2017 NHTS, SCAG Regional Growth Forecast, SCAG Financial Model 2024

MOBILITY BENEFITS (TRAVEL TIME SAVINGS)

SCAG analyzed travel time savings resulting from implementation of Connect SoCal investments to determine the share of benefits and burdens for the region's minority groups. SCAG used the regional travel demand model to assess the distribution of travel time savings for both auto and transit trips that are expected to result from implementation of the plan investments, compared to the baseline or "no project" alternative. This was combined with associated mode usage that was identified for each TAZ in the region to estimate time savings for each minority group.

Figure 6 presents the improvements in travel time savings and person-mile reductions from the implementation of the Plan strategies as compared between the 2050 Plan and Baseline based on income quintiles. The lowest income quintiles will likely capture more savings in travel time and reductions in travel distance in driving regardless of their lower usage in automobiles, while also receiving benefits from the Plan's public transit-related time savings. People in the lowest income quintiles are also likely to travel around more efficiently across all modes with reductions in travel time and distance; furthermore, they will spend less time and travel shorter distances on transit as compared to higher-income groups. The higher-income quintile groups are expected to shift their travels from driving to riding public transportation due to a more safe, reliable, and integrated transit system; such income groups will also likely receive the highest reduction in overall travel time, which is an improvement since they spend more time driving as compared to other income groups.

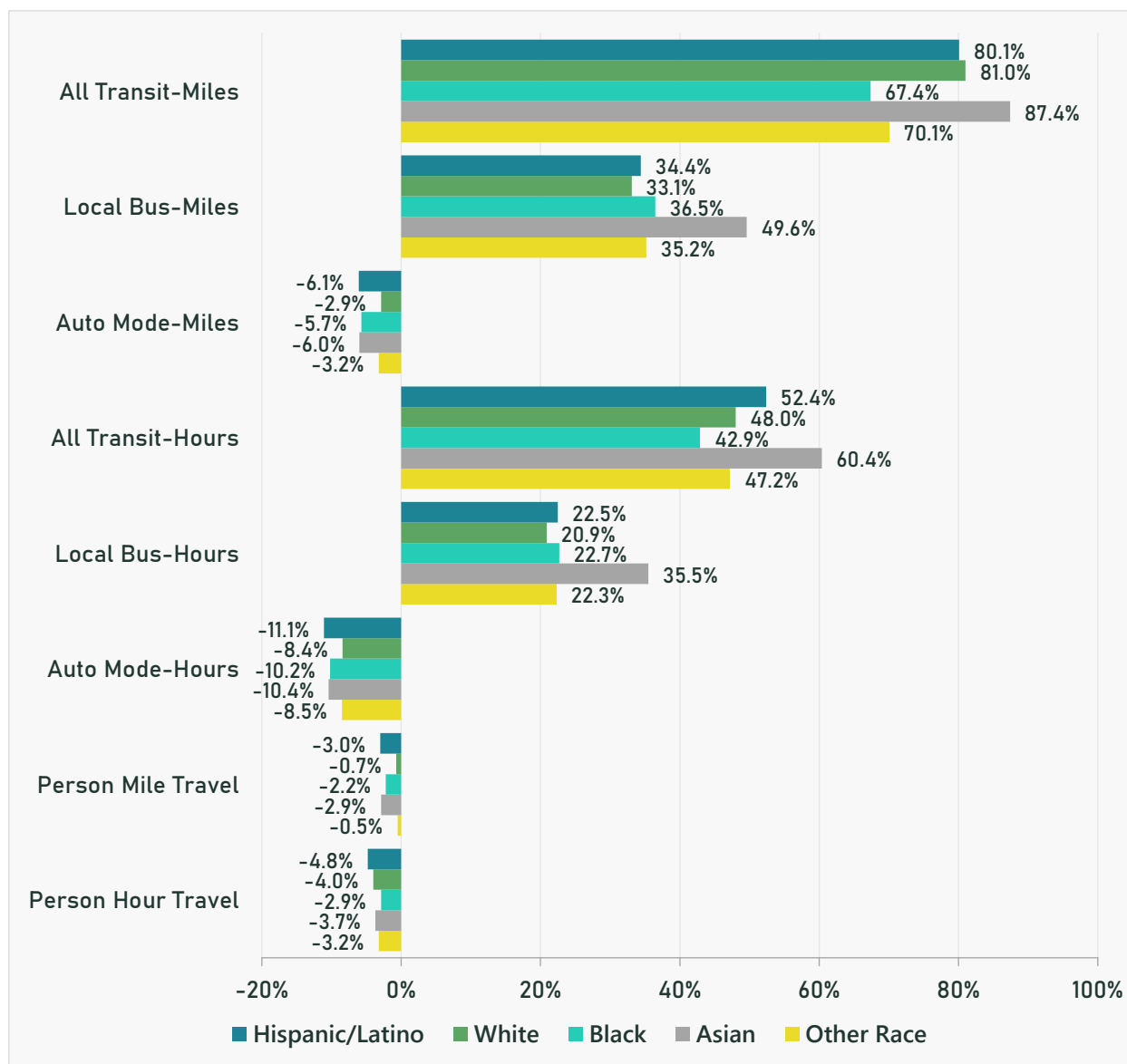
**Figure 6. Plan Impact on Share of Travel Time and Distance by Income Quintile
(Plan minus Baseline)**



Source: SCAG Travel Demand Model and Regional Growth Forecast

Figure 7 shows that the shares of travel time savings and travel distance reductions for people of color have similar improvements as indicated for lower income quintiles, specifically with less time spent on driving and more on taking public transportation. Reductions in person miles traveled and person hours traveled are expected across all race and ethnicities.

**Figure 7. Plan Impact on Share of Travel Time and Distance by Race and Ethnicity
(Plan minus Baseline)**



Note: Other Race includes Native American, Native Hawaiian or Pacific Islander, multiracial, and other due to small sample size.

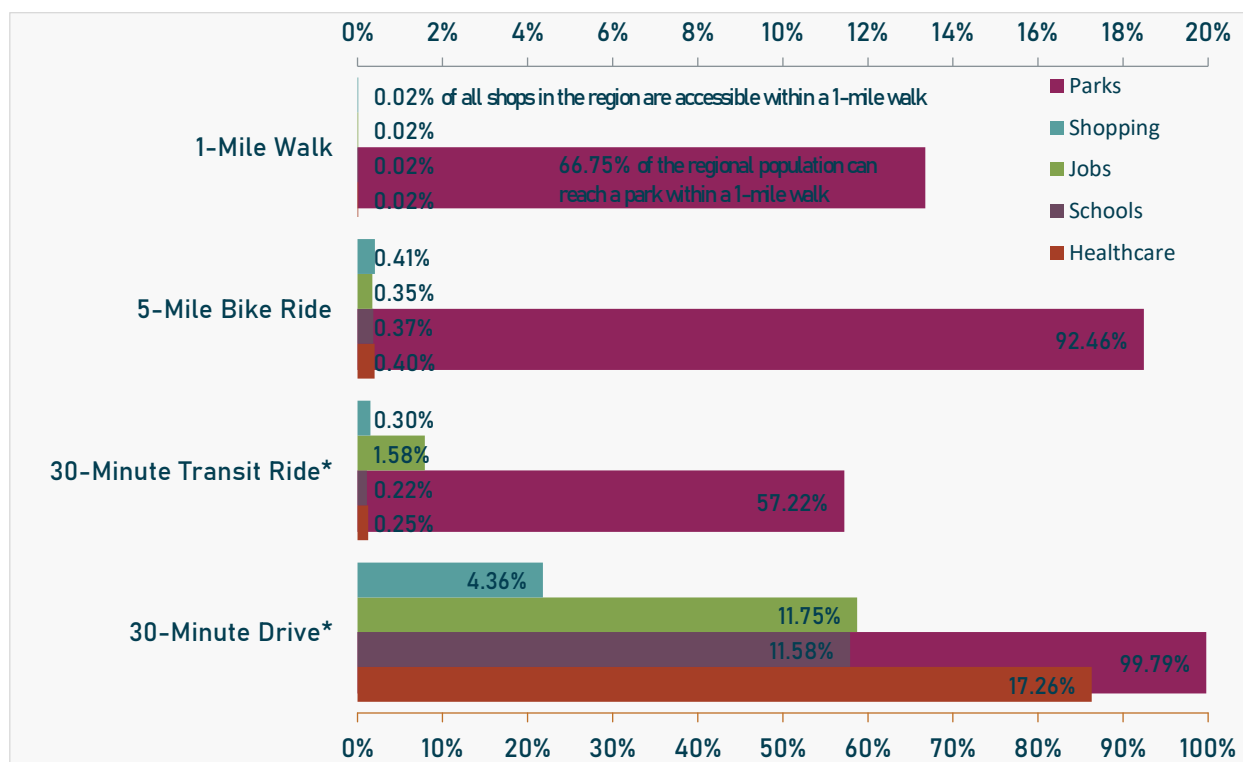
Source: SCAG Travel Demand Model and Regional Growth Forecast

ACCESSIBILITY BENEFITS (ACCESS TO EVERYDAY DESTINATIONS)

Accessibility is a foundation for social and economic interactions and is measured by SCAG in terms of the spatial distribution of potential destinations, the ease of reaching each destination, and the magnitude, quality and character of the activities at the destination sites. SCAG measured access between home and five destination types (i.e., jobs, shops, local and county parks, schools, and healthcare facilities) for auto, transit, bike, and walk modes given several time- and mileage-based travel cost thresholds.

As seen in Figure 8, access to destinations on a regional scale produces very small numbers. As expected, the share of regional destinations within walking distance is very low; about 0.02 percent of regional shopping, jobs, schools, and healthcare destinations can be reached by the overall population. The share increases with faster modes of transportation, with driving having the highest access to those four destination types and nearly 100 percent of the region can access a park within a 30-minute drive. Though not presented in these figures, access to shopping, jobs, schools, and healthcare within 15-minute transit was near zero for all populations.

Figure 8. Base Year Access to Everyday Destinations for Regional Population



* Transit access to jobs is measured with a 45-minute threshold and auto access to shopping is measured with a 15-minute threshold.

Note: Park access is measured differently from the other destinations.

Source: SCAG Travel Demand Model, Scenario Planning Model, and Regional Growth Forecast

With the implementation of the Plan, access to everyday destinations is expected to grow for every location and mode, except for a decrease in bicycle access to parks, where access is already high. Comparing the overall outcomes, the Plan impacts tend to improve the SCAG region more than Priority Equity Communities, though they are still expecting improvements. The SCAG region consistently sees better improvements in transit access to all destinations.

There are a few areas where specific populations see slight decreases in access:

- Access to schools via bicycle see very small decreases (0.01 percentage points) for Black and Hispanic/Latino people, older adults, and people with disabilities in Priority Equity Communities.
- Access to healthcare via auto decreases for the Black population in Priority Equity Communities.
- There are several decreases in access to parks in all modes, except transit where all populations in the region and Priority Equity Communities see improvements. The largest decreases in access to parks are for Hawaiian-Pacific Islander and Native American populations where the decreases in auto access in Priority Equity Communities exceeds the regional change; and for the Native American population where the decrease in bicycle and walking access in the region exceeds the decrease in Priority Equity Communities.

f) Procedures to Ensure Non-Discriminatory Pass-Through of FTA Financial Assistance

In compliance with the Circular, SCAG has prepared a description of the procedures it uses to pass through FTA financial assistance to subrecipients in a nondiscriminatory manner. SCAG passes federal funds to subrecipients without regard to race, color, or national origin and administers such funding so that no person is, on the basis of race, color, or national origin, denied the benefits of or excluded from participation in these programs.

SCAG does not currently administer any FTA discretionary grant programs. County transportation commissions in the SCAG region administer competitive selection processes for FTA programs for which SCAG is the designated recipient. The county transportation commissions are all direct recipients of FTA program funds and, as such, are required to adopt Title VI programs and comply with applicable Title VI requirements.

SCAG shall prepare and maintain, but not report unless requested by FTA, the following information, as applicable:

- A record of funding requests received from private non-profit organizations, state or local governmental authorities, and Tribal governments. The record shall identify those applicants that would use grant program funds to provide assistance to predominantly minority populations. The record shall also indicate which applications were rejected and accepted for funding.
- A description of how SCAG develops its competitive selection process and annual program of projects submitted to FTA as part of its grant applications. This description shall describe the methods used to administer the funding process without discrimination on the basis of race, color, or national origin, including outreach regarding the availability of funds and measures designed to ensure that the competitive process does not create unnecessary barriers to participation. .
- A description of SCAG's criteria for selecting entities to participate in a FTA grant program.

g) Procedures to Ensure Non-Discriminatory Pass-Through of FTA Financial Assistance

In compliance with the Circular, SCAG has prepared a description of the procedures it uses to provide assistance to potential subrecipients applying for funding, including its efforts to assist applicants that would serve predominantly minority populations. Such assistance is provided in a nondiscriminatory manner and does not provide a preference or disadvantage on the basis of race, color, or national origin. To provide assistance to potential subrecipients and support the nondiscriminatory administration of federally assisted programs and services, SCAG uses the following procedures:

- Provide each applicant with SCAG's notice to the public informing people of their rights under Title VI.
- Provide each applicant with SCAG's procedures on how to file a Title VI complaint.
- Provide technical assistance and education to applicants with regards to any Title VI question.
- Reply to questions during the application process in a manner that does not give an applicant an advantage over other applicants.
- Provide relevant Title VI demographic information or data to applicants as requested.

Appendix A

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TITLE VI NON-DISCRIMINATION

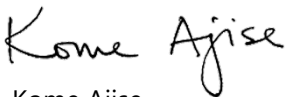
NOTICE OF NON-DISCRIMINATION POLICY STATEMENT

October 1, 2026

Title VI of the Civil Rights Act of 1964 states:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The Southern California Association of Governments is committed to complying with the requirements of Title VI in all of its programs and activities and ensuring that no one is excluded from participation, denied benefits, or discriminated against in its projects, programs, or activities on the basis of race, color, or national origin.



Kome Ajise
Executive Director

Appendix B

NOTIFYING THE PUBLIC OF RIGHTS UNDER TITLE VI SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

As a direct recipient of Federal funds, the Southern California Association of Governments (SCAG) is committed to complying with the requirements of Title VI in all of its programs and activities. SCAG operates its program and services without regard race, color, or national origin in accordance with Title VI. Any person who believes they have been subjected to discriminatory prohibited by Title VI may file a complaint with SCAG.

For more information on SCAG's Title VI Program, and the procedures to file a complaint, please visit our website at: <https://scag.ca.gov/title-vi>; contact (213) 236-1895; or visit our office at 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

A complainant may also file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

If information is needed in another language, contact (213) 236-1895.

تماس بگیرید (213) 236-1895 إلى معلومات بلغة أخرى، فاتصل برقم

Si necesita información en otro idioma, contáctese llamando al (213) 236-1895.

تماس بگیرید (213) 236-1895 در صورت نیاز به اطلاعات به زبانی دیگر، با شماره تلفن

Եթե անհրաժեշտ է տեղեկատվությունն այլ լեզվով, գանգահարեք (213) 236-1895 հեռախոսահամարով

타 언어로 정보가 필요하신 경우 (213) 236-1895으로 문의주십시오

. تماس بگیرید (۲۳۶-۱۸۹۵) (۲۱۳) اگر به یک زبان دیگر به معلومات نیاز دارید با شماره

如果需要其他语言的信息，请联系 (213) 236-1895.

如果需要其他語言的資訊，請聯繫 (213) 236-1895.

Kung kailangan ng impormasyon sa ibang wika, makipag-ugnayan sa (213) 236-1895.

Nếu cần nhận thông tin bằng ngôn ngữ khác, xin vui lòng liên hệ (213) 236-1895.

APÉNDICE B

INFORMACIÓN AL PÚBLICO SOBRE LOS DERECHOS CONFORME AL TÍTULO VI ASOCIACIÓN DE GOBIERNOS DEL SUR DE CALIFORNIA

Como receptora directa de fondos federales, la Asociación de Gobiernos del Sur de California (SCAG) se compromete a cumplir con los requisitos del Título VI en todos sus programas y actividades. SCAG lleva a cabo sus programas y servicios sin distinción de raza, color u origen nacional, de conformidad con el Título VI. Cualquier persona que considere haber sido objeto de discriminación prohibida por el Título VI puede presentar una queja ante SCAG.

Para obtener más información sobre el Programa Título VI de SCAG y los procedimientos para presentar una queja, visite nuestro sitio web en: <https://scag.ca.gov/title-vi>; comuníquese al (213) 236-1895; o visite nuestra oficina en 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

También puede presentar una queja directamente ante la Administración Federal de Tránsito, dirigiéndose a la Oficina de Derechos Civiles, a la atención del Coordinador del Programa del Título VI, Edificio Este, 5.º piso - TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

Si necesita información en otro idioma, comuníquese al (213) 236-1895.

附录 B
关于《民权法案》第六章所规定权利的公众通知
南加州政府联合会

作为联邦资金的直接受助方，南加州政府联合会 (SCAG) 承诺在其所有计划与活动中遵守《民权法案》第六章的各项要求。SCAG 依据《民权法案》第六章运营其计划和服务，不因种族、肤色或民族出身而区别对待。任何认为自己遭受《民权法案》第六章所禁止之歧视的人士，均可向 SCAG 提出投诉。

如需了解更多关于 SCAG《民权法案》第六章计划的信息以及投诉程序，请访问我们的网站：

<https://scag.ca.gov/title-vi>；致电 (213) 236-1895；或亲临我会办公室：900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017。

投诉人也可以直接向联邦交通管理局提出投诉，即向民权办公室递交投诉，收件人注明：Title VI Program Coordinator（第六章协调员），地址：East Building, 5th Floor - TCR, 1200 New Jersey Ave., SE, Washington DC 20590

如需以其他语言获取相关信息，请致电 (213) 236-1895。

부록 B
타이틀 VI에 따른 권리에 관한 대중 공지
남부 캘리포니아 정부 협회

연방 자금을 직접 지원받는 기관인, 남부 캘리포니아 정부 협회(Southern California Association of Governments, SCAG)는 모든 프로그램과 활동에서 타이틀 VI의 요건을 준수하기 위해 최선을 다하고 있습니다. SCAG는 타이틀 VI에 따라 인종, 피부색 또는 출신 국가에 관계없이 프로그램과 서비스를 제공합니다. 타이틀 VI에서 금지하는 차별을 받았다고 판단하는 사람은 누구나 SCAG에 민원을 제기할 수 있습니다.

SCAG의 타이틀 VI 프로그램 및 민원 제기 절차에 대한 자세한 내용은 다음 웹사이트 (<https://scag.ca.gov/title-vi>)를 참조하거나 (213) 236-1895번으로 문의하거나, 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017에 위치한 SCAG 사무실을 방문하십시오.

민원인은 다음 주소의 연방교통청 민권국에 직접 민원을 제기할 수도 있습니다. Title VI Program Coordinator, East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

다른 언어로 된 정보가 필요한 경우 (213) 236-1895번으로 문의하십시오.

PHỤ LỤC B
THÔNG BÁO CHO CÔNG CHÚNG VỀ CÁC QUYỀN THEO TIÊU ĐỀ VI
HIỆP HỘI CÁC CHÍNH QUYỀN NAM CALIFORNIA

Với tư cách là đơn vị trực tiếp nhận nguồn tài trợ liên bang, Hiệp Hội Các Chính Quyền Nam California (Southern California Association of Governments, SCAG) cam kết tuân thủ các yêu cầu của Tiêu Đề VI trong tất cả các chương trình và hoạt động của mình. SCAG triển khai các chương trình và dịch vụ của mình mà không phân biệt chủng tộc, màu da hoặc nguồn gốc quốc gia theo Tiêu Đề VI. Bất kỳ ai cho rằng mình đã bị phân biệt đối xử theo hình thức bị Tiêu Đề VI nghiêm cấm đều có thể nộp đơn khiếu nại cho SCAG.

Để biết thêm thông tin về Chương Trình Tiêu Đề VI của SCAG và các thủ tục nộp đơn khiếu nại, vui lòng truy cập trang web của chúng tôi tại: <https://scag.ca.gov/title-vi>; liên hệ theo số (213) 236-1895 hoặc đến trực tiếp văn phòng của chúng tôi tại địa chỉ 900 Wilshire Blvd, Suite 1700, Los Angeles, CA 90017.

Người khiếu nại cũng có thể nộp đơn khiếu nại trực tiếp lên Cơ Quan Quản Lý Giao Thông Công Cộng Liên Bang bằng cách gửi đơn đến địa chỉ Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor- TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

Nếu cần thông tin bằng ngôn ngữ khác, vui lòng liên hệ theo số (213) 236-1895.

Appendix C

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TITLE VI COMPLAINT PROCEDURES

As a recipient of federal funds from the Federal Highway Administration and the Federal Transit Administration, the Southern California Association of Governments (SCAG) is committed to ensuring that no person is excluded from participation in, denied the benefits of, or otherwise subject to discrimination under its projects, programs or activities on the basis of race, color, or national origin, sex, age, or disability, as provided in Title VI.

SCAG is committed to:

- Ensuring that the level and quality of regional planning is provided without regard to race, color, or national origin;
- Providing meaningful opportunities for public participation in its regional planning and programming activities, consistent with applicable federal and state requirements and SCAG's Public Participation Plan;
- Ensuring meaningful access to programs and activities by persons with limited English proficiency consistent with Title VI, current DOT guidance, and SCAG's Language Assistance Plan.

SCAG's Executive Director and staff are responsible for carrying out SCAG's commitment to Title VI. Specifically, SCAG's Title VI Coordinator shall serve as SCAG's Title VI Compliance Officer and is responsible for overseeing SCAG's Title VI related activities, including the receipt and investigation of any Title VI complaints.

The process for addressing a Title VI complaint is as follows:

1. Submission of Complaint: Any person who believes that they, individually or as a member of a class of persons, have been subjected to discrimination on the basis of race, color, or national origin in violation of Title VI may file a written complaint with SCAG using the Title VI complaint form, a copy of which is attached as Exhibit 1 to these procedures. A complaint may also be filed by a representative on behalf of such a person. All complaints must be referred to SCAG's Title VI Coordinator, serving as the agency's Title VI Compliance Officer, for review and action.
 - a. Such complaint must be filed within 180 calendar days after the date of the alleged act of discrimination unless SCAG determines that an extension is appropriate under applicable federal requirements.
 - b. Complaints shall be in writing and shall be signed by the Complainant and/or the Complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the alleged discrimination. At a minimum, the complaint shall include the following information:
 - c. Name, mailing address, and how to contact the complainant (i.e. telephone number, email address, etc.).
 - d. Basis of complaint (i.e., race, color, or national origin).
 - e. Date of alleged discriminatory act(s).
 - f. How, when, where and why Complainant alleges they were discriminated against. Include the location, names and contact information of any witnesses.
 - g. Other significant information relevant to the allegations.

2. Assistance with Completing or Submitting a Complaint: SCAG will provide reasonable assistance to persons who need help completing or submitting a complaint, including appropriate language assistance consistent with SCAG's Language Assistance Plan. SCAG will also make reasonable accommodations or alternative formats available as required by applicable law.
3. Review of Complaint: Within 10 calendar days of receipt of the complaint, SCAG's Title VI Coordinator shall inform the Complainant in writing whether the complaint has been accepted for investigation, whether additional information is required, or whether SCAG lacks jurisdiction over the complaint, and advise the Complainant of other avenues of redress, including the right to submit a complaint to an appropriate federal agency. The Title VI Coordinator shall also inform SCAG's Chief Counsel and Executive Director of receipt of the complaint. Thereafter, the Title VI Coordinator shall investigate the Complaint, or authorize the conduct of an investigation of the Complaint. Review of the complaint shall be completed no later than 60 calendar days after the date SCAG received the complaint. If more time is required, the Title VI Coordinator shall notify the Complainant of the estimated timeframe for completing the review. Upon completion of the review of the complaint, the Title VI Coordinator shall issue SCAG's written response to the Complainant, addressing the merits of the complaint and if applicable and recommending any improvements to SCAG's processes relative to Title VI, as appropriate.
4. Request for Reconsideration: If the Complainant disagrees with the written response by SCAG's Title VI Coordinator, he or she may request reconsideration by submitting a written request for reconsideration to SCAG's Executive Director within 14 calendar days of the date of the written response. The request for reconsideration shall be sufficiently detailed to identify the findings or conclusions the Complainant believes should be reconsidered and the basis for the request. The Executive Director will notify the Complainant of the decision either to accept or reject the request for reconsideration within 10 calendar days. In cases where the Executive Director agrees to reconsider, the matter shall be re-evaluated by the Executive Director or the Executive Director's designee, and a written determination shall be made within thirty 30 days of the Executive Director's acceptance of the request for reconsideration.
5. Submission of Complaint to the Federal Transit Administration: A person may submit a Title VI complaint to the Federal Transit Administration for investigation. In accordance with Chapter IX, Complaints, of FTA Circular 4702.1B, such a complaint must be submitted within 180 calendar days after the date of the alleged discrimination. Chapter IX of the FTA Circular 4702.1B, which outlines the complaint process to the Federal Transit Administration, may be obtained by requesting a copy from SCAG's Title VI Coordinator at (213) 236-1920.

If information is needed in another language, contact (213) 236-1895.

EXHIBIT 1
SCAG TITLE VI COMPLAINT FORM

Name _____

Address _____

City _____ State _____ Zip Code _____

Home Telephone Number _____

Work Telephone Number _____

Email Address _____

Were you discriminated against because of:

☐ Race ☐ Color ☐ National Origin

Date of Alleged Incident: _____

Please explain as clearly as possible what happened and how you were discriminated against. Indicate the location and who was involved. Be sure to include the names and contact information of any witnesses. If more space is needed, please attach additional pages or use the back of this form.

Have you filed this complaint with any other federal, state or local agency, or with any federal or state court?

☐ Yes ☐ No

If yes, please provide the name and contact information where the complaint was filed:

Name _____

Address _____

City, State, and Zip Code _____

Telephone Number _____

Will you be representing yourself in this complaint? ☐ Yes ☐ No

If no, please provide information about the person who will be serving as your representative in this complaint:

Name _____

Address _____

City, State, and Zip Code _____

Telephone Number _____

Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Signature _____ Date _____

Please mail or email this form to:

Title VI Coordinator/Title VI Compliance Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017
ramirez@scag.ca.gov

APÉNDICE C

ASOCIACIÓN DE GOBIERNOS DEL SUR DE CALIFORNIA PROCEDIMIENTOS DE QUEJA DEL TÍTULO VI

Como receptora de fondos federales de la Administración Federal de Carreteras y la Administración Federal de Tránsito, la Asociación de Gobiernos del Sur de California (SCAG) se compromete a garantizar que ninguna persona sea excluida de la participación en, se le nieguen los beneficios de, o sea objeto de discriminación de cualquier otra forma en el marco de sus proyectos, programas o actividades por motivos de raza, color, origen nacional, sexo, edad o discapacidad, según lo dispuesto en el Título VI.

SCAG se compromete a:

- Garantizar que el nivel y la calidad de la planificación regional se brinden sin distinción de raza, color u origen nacional;
- Ofrecer oportunidades significativas para la participación pública en sus actividades de planificación y programación regional, de conformidad con los requisitos federales y estatales aplicables y el Plan de Participación Pública de SCAG;
- Garantizar el acceso efectivo a los programas y actividades para personas con dominio limitado del inglés, de conformidad con el Título VI, las directrices vigentes de DOT y el Plan de Asistencia Lingüística de SCAG.

El Director Ejecutivo y el personal de SCAG son responsables de llevar a cabo el compromiso de SCAG con el Título VI. En concreto, el Coordinador del Título VI de SCAG actuará como Oficial de Cumplimiento del Título VI de SCAG y es responsable de supervisar las actividades relacionadas con el Título VI de SCAG, incluida la recepción e investigación de cualquier queja del Título VI.

El procedimiento para presentar una queja en virtud del Título VI es el siguiente:

1. Presentación de la queja: toda persona que considere haber sido objeto de discriminación, individualmente o como miembro de un grupo, por motivos de raza, color u origen nacional, en violación del Título VI, puede presentar una queja por escrito ante SCAG utilizando el formulario de quejas del Título VI, cuya copia se adjunta como Anexo 1 a este procedimiento. También puede presentar una queja un representante en nombre de dicha persona. Todas las quejas deben remitirse al Coordinador del Título VI de SCAG, quien funge como Oficial de Cumplimiento del Título VI de la agencia, para su revisión y resolución.
 - a. Dicha queja debe presentarse dentro de los 180 días calendario posteriores a la fecha del presunto acto de discriminación, a menos que SCAG determine que procede una prórroga conforme a las leyes federales aplicables.
 - b. Las quejas deben presentarse por escrito y estar firmadas por el denunciante o su representante. Deben exponer con la mayor claridad posible los hechos y circunstancias que rodean la presunta discriminación. Como mínimo, la queja debe incluir la siguiente información:
 - c. Nombre, dirección postal e información de contacto del denunciante (por ejemplo, número de teléfono, correo electrónico, etc.).
 - d. Motivo de la queja (por ejemplo, raza, color u origen nacional).
 - e. Fecha del presunto acto o actos discriminatorios.
 - f. Cómo, cuándo, dónde y por qué el denunciante alega haber sido discriminado. Incluir la ubicación, los nombres y la información de contacto de los testigos.
 - g. Otra información significativa relevante para las alegaciones.

2. Asistencia para completar o presentar una queja: SCAG brindará asistencia razonable a las personas que necesiten ayuda para completar o presentar una queja, incluyendo asistencia lingüística apropiada de acuerdo con el Plan de Asistencia Lingüística de SCAG. SCAG también ofrecerá adaptaciones razonables o formatos alternativos según lo exija la ley aplicable.
3. Revisión de la queja: dentro de los 10 días calendario siguientes a la recepción de la queja, el Coordinador del Título VI de SCAG informará por escrito al denunciante si la queja ha sido aceptada para investigación, si se requiere información adicional o si SCAG carece de jurisdicción sobre la queja, y le informará sobre otras vías de recurso, incluido el derecho a presentar una queja ante la agencia federal correspondiente. El Coordinador del Título VI también informará al Asesor Jurídico Principal y al Director Ejecutivo de SCAG sobre la recepción de la queja. Posteriormente, el Coordinador del Título VI investigará la queja o autorizará la realización de una investigación de la misma. La revisión de la queja se completará a más tardar 60 días calendario después de la fecha en que SCAG recibió la queja. Si se requiere más tiempo, el Coordinador del Título VI notificará al denunciante el plazo estimado para completar la revisión. Una vez finalizada la revisión de la queja, el Coordinador del Título VI emitirá la respuesta escrita de SCAG al denunciante, abordando el fondo de la queja y, si procede, recomendando las mejoras pertinentes en los procesos de SCAG relacionados con el Título VI.
4. Solicitud de reconsideración: si el denunciante no está de acuerdo con la respuesta escrita del Coordinador del Título VI de SCAG, puede solicitar la reconsideración presentando una solicitud escrita al Director Ejecutivo de SCAG dentro de los 14 días calendario siguientes a la fecha de la respuesta escrita. La solicitud de reconsideración deberá ser suficientemente detallada para identificar los hallazgos o conclusiones que el denunciante considera que deben reconsiderarse y el fundamento de la solicitud. El Director Ejecutivo notificará al denunciante la decisión de aceptar o rechazar la solicitud de reconsideración dentro de los 10 días calendario siguientes. En los casos en que el Director Ejecutivo acepte la reconsideración, el asunto será reevaluado por el Director Ejecutivo o su representante, y se emitirá una resolución escrita dentro de los treinta (30) días siguientes a la aceptación de la solicitud de reconsideración por parte del Director Ejecutivo.
5. Presentación de una queja ante la Administración Federal de Tránsito: cualquier persona puede presentar una queja conforme al Título VI ante la Administración Federal de Tránsito para su investigación. De acuerdo con el Capítulo IX, Quejas, de la Circular 4702.1B de FTA, dicha queja debe presentarse dentro de los 180 días calendario posteriores a la fecha de la presunta discriminación. El Capítulo IX de la Circular 4702.1B de FTA, que describe el proceso de quejas ante la Administración Federal de Tránsito, puede obtenerse solicitando una copia al Coordinador del Título VI de SCAG al (213) 236-1920.

Si necesita información en otro idioma, comuníquese al (213) 236-1895.

ANEXO 1
FORMULARIO DE QUEJA DEL TÍTULO VI DE SCAG

Nombre: _____

Domicilio: _____

Ciudad, estado y código postal: _____

Número de teléfono del hogar/móvil: _____

Número de teléfono del trabajo: _____

Correo electrónico: _____

Razon de discriminación:

☐ Raza ☐ Color ☐ Origen nacional

Fecha(s) del presunto incidente: _____

Explique con la mayor claridad posible lo sucedido y cómo sufrió discriminación. Indique el lugar y las personas involucradas. Asegúrese de incluir los nombres y la información de contacto de los testigos. Si necesita más espacio, adjunte páginas adicionales o utilice el reverso de este formulario.

¿Ha presentado esta queja ante alguna otra agencia federal, estatal o local, o ante algún tribunal federal o estatal?

☐ Sí ☐ No

En caso afirmativo, indique el nombre y la información de contacto de la entidad donde se presentó la queja:

Nombre: _____

Domicilio: _____

Ciudad, estado y código postal: _____

Número de teléfono: _____

¿Se representará a sí mismo/a en esta queja? ☐ Sí ☐ No

En caso negativo, indique quién lo representará en esta queja:

Nombre: _____

Domicilio: _____

Ciudad, estado y código postal: _____

Número de teléfono: _____

Firme a continuación. Puede adjuntar cualquier documento o información que considere relevante para su queja.

Firma: _____ Fecha: _____

Envíe este formulario por correo postal o electrónico a:

Coordinador del Título VI / Oficial de Cumplimiento del Título VI
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017
ramirez@scag.ca.gov

附录 C
南加州政府联合会
《民权法案》第六章投诉程序

作为联邦公路管理局和联邦交通管理局联邦资金的受助方，南加州政府联合会 (SCAG) 承诺，根据《民权法案》第六章的规定，确保任何人在其项目、计划或活动中，不因种族、肤色、民族出身、性别、年龄或残疾而被排除参与、被剥夺应享权益，或受到其他形式的歧视。

SCAG 承诺：

- 确保区域规划的服务水平与质量不因种族、肤色或民族出身而有所差别；
- 依照适用的联邦及州要求和 SCAG 《公众参与计划》(Public Participation Plan)，为其区域规划及计划编制活动提供有意义的公众参与机会；
- 依据第六章、现行美国交通部指导意见及 SCAG 《语言援助计划》(Language Assistance Plan)，确保英语能力有限人士能够有意义地参与各项计划和活动。

SCAG 的执行总监和全体员工负责落实 SCAG 对第六章的承诺。具体而言，SCAG 的《民权法案》第六章协调员 (Title VI Coordinator) 将担任 SCAG 的《民权法案》第六章合规专员 (Title VI Compliance Officer)，负责监督 SCAG 与第六章相关的各项活动，包括接收和调查任何第六章投诉。

第六章投诉的处理程序如下：

1. 提交投诉：任何认为自己（作为个人或某类人群的成员）因种族、肤色或民族出身而遭受违反第六章之歧视的人士，均可使用第六章投诉表向 SCAG 提交书面投诉，该投诉表副本作为附件 1 附于本程序之后。投诉亦可由此类人士的代表代为提交。所有投诉必须转交 SCAG 的第六章协调员（其同时担任本机构的第六章合规专员）进行审查和处理。
 - a. 此类投诉必须在被指控的歧视行为发生之日起 180 个日历日内提交，除非 SCAG 依据适用的联邦要求认定延期提交属适当情形。
 - b. 投诉应为书面形式，并由投诉人和/或投诉人的代表签名。投诉应尽可能完整地陈述所指控歧视行为发生的事实与情况。投诉至少应包含以下信息：
 - c. 投诉人的姓名、邮寄地址及联系方式（如电话号码、电子邮箱地址等）。
 - d. 投诉事由（即种族、肤色或民族出身）。
 - e. 被指控歧视行为的日期。
 - f. 投诉人声称遭受歧视的方式、时间、地点及原因。请注明事发地点、任何目击者的姓名及联系方式。
 - g. 与指控相关的其他重要信息。

2. 协助填写或提交投诉：SCAG 将为需要协助填写或提交投诉的人士提供合理帮助，包括依据 SCAG《语言援助计划》提供适当的语言援助。SCAG 还将依照适用法律的要求提供合理便利安排或替代格式。
3. 投诉审查：收到投诉后 10 个日历日内，SCAG 的第六章协调员应以书面形式告知投诉人：该投诉是否已受理调查、是否需要补充信息，或 SCAG 对该投诉是否缺乏管辖权；同时告知投诉人可寻求的其他救济途径，包括向适当的联邦机构提交投诉的权利。第六章协调员还应将收到投诉一事告知 SCAG 的首席法律顾问和执行总监。此后，第六章协调员应对投诉进行调查，或授权开展投诉调查。投诉审查应不迟于 SCAG 收到投诉之日起 60 个日历日内完成。如需更多时间，第六章协调员应告知投诉人完成审查的预计时间表。投诉审查完成后，第六章协调员应向投诉人出具 SCAG 的书面答复，就该投诉的实质内容作出回应，并在适用且适当时，就 SCAG 与第六章相关流程提出任何改进建议。
4. 复核请求：如投诉人对 SCAG 的第六章协调员的书面答复持有异议，可在收到书面答复之日起 14 个日历日内，向 SCAG 执行总监提交书面复核请求。复核请求应足够详细，以指明投诉人认为应予复核的调查结果或结论，并说明提出该请求的依据。执行总监将在 10 个日历日内通知投诉人接受或驳回复核请求的决定。如执行总监同意复核，该事项将由执行总监或其指定人员重新评估，并应在执行总监接受复核请求之日起三十 (30) 日内作出书面裁定。
5. 向联邦交通管理局 (Federal Transit Administration) 提交投诉：个人可向联邦交通管理局提交第六章投诉以供调查。依据 FTA 通告 4702.1B 第九章“投诉”(Chapter IX, Complaints, of FTA Circular 4702.1B) 之规定，此类投诉必须在被指控的歧视行为发生之日起 180 个日历日内提交。FTA 通告 4702.1B 第九章 (Chapter IX of the FTA Circular 4702.1B) 概述了向联邦交通管理局提出投诉的程序，可通过致电 (213) 236-1920 向 SCAG 的第六章协调员索要副本。

如需以其他语言获取相关信息，请致电 (213) 236-1895。

附件 1
SCAG《民权法案》第六章投诉表

姓名：_____

地址：_____

城市、州及邮政编码：_____

家庭电话号码：_____

工作电话号码：_____

电子邮箱：_____

您是否因以下原因受到歧视：

☐ 种族 ☐ 肤色 ☐ 民族出身

所指控事件发生日期：_____

请尽可能清晰地说明所发生的事情以及您遭受歧视的具体情况。请注明事发地点及涉及人员，并务必提供任何目击者的姓名和联系方式。如需更多空间，请附上额外页面或使用本表背面。

您是否已向任何其他联邦、州或地方机构，或任何联邦或州法院提交过本投诉？

☐ 是 ☐ 否

如选“是”，请提供投诉受理机构的名称和联系方式：_____

名称：_____

地址：_____

城市、州及邮政编码：_____

电话号码：_____

本次投诉中您是否将自行代表自己？

☐ 是 ☐ 否

如选“否”，请提供将在本次投诉中担任您代理人的相关信息：_____

姓名：_____

地址：_____

城市、州及邮政编码：_____

电话号码：_____

请在下方签名。您可以附上任何认为与投诉相关的书面材料或其他信息。

签名：_____ 日期：_____

请将本表邮寄或电邮至：

第六章协调员 (Title VI Coordinator) / 第六章合规专员 (Title VI Compliance Officer)

南加州政府联合会

900 Wilshire Blvd., Suite 1700

Los Angeles, CA 90017

ramirez@scag.ca.gov

부록 c

남부 캘리포니아 정부 협회

타이틀 vi 차별 민원 처리 절차

연방고속도로청(Federal Highway Administration) 및 연방교통청(Federal Transit Administration)으로부터 연방 자금을 지원받는 기관으로서, 남부 캘리포니아 정부 협회(Southern California Association of Governments, SCAG)는 타이틀 vi의 규정에 따라 인종, 피부색, 출신 국가, 성별, 연령 또는 장애를 이유로 누구도 SCAG의 사업, 프로그램 또는 활동에 참여하지 못하도록 배제되거나, 그 혜택을 받지 못하거나, 기타 어떠한 형태의 차별도 받지 않도록 보장하기 위해 최선을 다하고 있습니다.

SCAG는 다음 사항을 이행하기 위해 최선을 다하고 있습니다.

- 인종, 피부색 또는 출신 국가에 관계없이 동일한 수준과 품질의 지역 계획 서비스를 제공하도록 보장합니다.
- 관련 연방 및 주 정부의 요건과 SCAG의 공공 참여 계획에 따라, 지역 계획 및 프로그램 수립 활동에 대중이 실질적으로 참여할 수 있는 기회를 제공합니다.
- 타이틀 vi, 현행 미국 교통부(DOT) 지침 및 SCAG의 언어 지원 계획에 따라 영어 능력이 제한된 사람들도 프로그램과 활동을 실질적으로 이용할 수 있도록 보장합니다.

SCAG의 사무총장과 직원은 타이틀 vi에 대한 SCAG의 책무를 이행할 책임이 있습니다. 구체적으로, SCAG의 타이틀 vi 코디네이터는 타이틀 vi 준수 담당관으로, 타이틀 vi 관련 민원의 접수 및 조사를 포함하여 SCAG의 타이틀 vi 관련 활동을 감독할 책임이 있습니다.

타이틀 vi 관련 민원을 처리하는 절차는 다음과 같습니다.

1. 민원 제출: 개인적으로 또는 특정 집단의 구성원으로서 인종, 피부색 또는 출신 국가를 이유로 타이틀 vi를 위반하는 차별을 받았다고 판단하는 사람은 누구나 타이틀 vi 민원 양식을 사용하여 SCAG에 서면으로 민원을 제기할 수 있습니다. 해당 양식의 사본은 본 절차의 별첨 1에 첨부되어 있습니다. 해당 당사자를 대신하여 대리인이 민원을 제기할 수도 있습니다. 모든 민원은 검토 및 조치를 위해 SCAG의 타이틀 vi 준수 담당관인 타이틀 vi 코디네이터에게 회부되어야 합니다.
 - a. 해당 민원은 차별 행위가 발생한 것으로 주장되는 날로부터 180일 이내에 제출해야 합니다. 다만, 관련 연방 요건에 따라 SCAG가 제출 기한을 연장하는 것이 적절하다고 판단하는 경우에는 예외로 합니다.
 - b. 민원은 서면으로 작성해야 하며, 민원인 또는 민원인의 대리인이 서명해야 합니다. 민원서에는 주장하는 차별 행위와 관련된 사실 및 정황을 가능한 한 상세하게 기재해야 합니다. 민원서에는 최소한 다음 정보가 포함되어야 합니다.
 - c. 민원인의 성명, 우편 주소 및 연락 방법(예: 전화번호, 이메일 주소 등).
 - d. 민원 제기의 근거(예: 인종, 피부색 또는 출신 국가).
 - e. 차별 행위가 발생한 것으로 주장되는 날짜.

- f. 민원인이 어떠한 방식으로, 언제, 어디에서, 그리고 어떠한 이유로 차별을 받았다고 주장하는지에 관한 내용. 증인이 있는 경우 증인의 성명, 연락처 및 관련 장소.
- g. 주장 내용과 관련된 기타 중요한 정보.

2. 민원서 작성 또는 제출 지원:

SCAG는 민원서 작성 또는 제출에 도움이 필요한 사람에게 합리적인 지원을 제공하며, 여기에는 SCAG의 언어 지원 계획에 따른 적절한 언어 지원이 포함됩니다.

SCAG는 관련 법률에서 요구하는 바에 따라 합리적인 편의를 제공하거나 대체 형식의 자료를 이용할 수 있도록 조치합니다.

3. 민원 검토:

SCAG의 타이틀 VI 코디네이터는 민원을 접수한 날로부터 10일 이내에 해당 민원의 조사 착수 여부, 추가 정보가 필요한지 여부 또는 해당 민원이 SCAG의 관할 범위에 속하는지 여부를 민원인에게 서면으로 통지해야 합니다. 또한 적절한 연방 기관에 민원을 제출할 권리를 포함하여, 민원인이 이용할 수 있는 기타 구제 절차에 대해서도 안내해야 합니다. 타이틀 VI 코디네이터는 민원이 접수되었다는 사실을 SCAG의 법률책임자와 사무총장에게도 알려야 합니다. 이후 타이틀 VI 코디네이터는 해당 민원을 직접 조사하거나, 해당 민원에 대한 조사가 실시되도록 해야 합니다. 민원 검토는 SCAG가 민원을 접수한 날로부터 늦어도 60일 이내에 완료되어야 합니다. 추가 시간이 필요한 경우, 타이틀 VI 코디네이터는 검토 완료까지 예상되는 기간을 민원인에게 통지해야 합니다. 민원 검토가 완료되면 타이틀 VI 코디네이터는 민원의 내용을 검토한 결과를 담은 SCAG의 공식 서면 답변을 민원인에게 발송해야 하며, 해당되는 경우 타이틀 VI와 관련된 SCAG의 절차를 개선하기 위한 적절한 권고 사항도 포함해야 합니다.

4. 재검토 요청: 민원인이 SCAG 타이틀 VI 코디네이터의 서면 답변에 동의하지 않는 경우, 해당 서면 답변일로부터 14일 이내에 SCAG 사무총장에게 서면으로 재검토 요청서를 제출하여 재검토를 요청할 수 있습니다. 재검토 요청서에는 민원인이 재검토를

요청하는 조사 결과 또는 결론과 그 근거를 명확히 파악할 수 있도록 충분히 상세한 내용을 기재해야 합니다. 사무총장은 재검토 요청의 수락 또는 거부 여부를 결정하여 10일 이내에 민원인에게 통지합니다. 사무총장이 재검토에 동의한 경우, 사무총장 또는 사무총장이 지정한 사람이 해당 사안을 다시 검토하며, 사무총장이 재검토 요청을 수락한 날로부터 30일 이내에 서면으로 결정해야 합니다.

5. 연방교통청에 민원 제출: 누구든지 조사를 위해 연방교통청에 타이틀 VI 관련 민원을 제출할 수 있습니다.

FTA 회람 4702.1B 제IX장 민원에 따라, 해당 민원은 차별 행위가 발생한 것으로 주장되는 날로부터 180일 이내에 제출해야 합니다. 연방교통청에 민원을 제출하는 절차를 규정한 FTA 회람 4702.1B 제IX장은 SCAG 타이틀 VI 코디네이터에게 (213) 236-1920으로 전화하여 사본을 요청할 수 있습니다.

다른 언어로 된 정보가 필요한 경우 (213) 236-1895번으로 문의하십시오.

별첨 1
SCAG 타이틀 VI 민원 양식

성명: _____

주소: _____

시, 주 및 우편번호: _____

주택 전화번호: _____

직장 전화번호: _____

이메일 주소: _____

다음 중 어떤 사유로 차별을 받으셨습니까?

☐ 인종 ☐ 피부색 ☐ 출신 국가

차별 행위가 발생했다고 주장하는 날짜: _____

어떤 일이 있었으며 어떠한 방식으로 차별을 받았는지 가능한 한 명확하게 설명해 주십시오. 사건이 발생한 장소와 관련자의

성명을 기재해 주십시오. 증인이 있는 경우 반드시 증인의 성명과 연락처를 기재해 주십시오. 작성 공간이 더 필요한 경우 추가 용지를 첨부하거나 이 양식의 뒷면을 이용해 주십시오.

이 민원을 다른 연방, 주 또는 지방 기관이나 연방 또는 주 법원에 제출한 적이 있습니까?

☐ 예 ☐ 아니요

'예'라고 답한 경우, 민원을 제출한 기관의 명칭과 연락처 정보를 기재해 주십시오.

성명: _____

주소: _____

시, 주 및 우편번호: _____

전화번호: _____

이 민원 절차를 본인이 직접 진행하시겠습니까?

[] 예 [] 아니요

'아니요'라고 답한 경우, 이 민원 절차에서 귀하를 대리할 사람의 정보를 기재해 주십시오.

성명: _____

주소: _____

시, 주 및 우편번호: _____

전화번호: _____

아래에 서명해 주십시오. 귀하의 민원과 관련이 있다고 판단되는 서면 자료 또는 기타 정보를 첨부할 수 있습니다.

서명: _____ 날짜: _____

작성한 양식은 다음 주소 또는 이메일로 보내주십시오.

타이틀 VI 코디네이터 / 타이틀 VI 준수 담당관

남부 캘리포니아 정부 협회

900 Wilshire Blvd., Suite 1700

Los Angeles, CA 90017

ramirez@scag.ca.gov

PHỤ LỤC C

HIỆP HỘI CÁC CHÍNH QUYỀN NAM CALIFORNIA

QUY TRÌNH KHIẾU NẠI THEO TIÊU ĐỀ VI

Với tư cách là đơn vị nhận nguồn tài trợ liên bang từ Cơ Quan Quản Lý Đường Cao Tốc Liên Bang và Cơ Quan Quản Lý Giao Thông Công Cộng Liên Bang, Hiệp Hội Các Chính Quyền Nam California (Southern California Association of Governments, SCAG) cam kết đảm bảo rằng không cá nhân nào bị loại khỏi việc tham gia, bị từ chối hưởng các quyền lợi hoặc bị phân biệt đối xử dưới bất kỳ hình thức nào trong các dự án, chương trình hoặc hoạt động của SCAG vì lý do chủng tộc, màu da, nguồn gốc quốc gia, giới tính, tuổi tác hoặc tình trạng khuyết tật, theo quy định tại Tiêu Đề VI.

SCAG cam kết:

- Đảm bảo mức độ và chất lượng của công tác quy hoạch khu vực được cung cấp không phân biệt chủng tộc, màu da hoặc nguồn gốc quốc gia;
- Tạo cơ hội thiết thực để công chúng tham gia vào các hoạt động quy hoạch và lập chương trình khu vực của SCAG, phù hợp với các yêu cầu hiện hành của liên bang và tiểu bang cũng như Kế Hoạch Tham Gia của Công Chúng của SCAG;
- Đảm bảo những người có trình độ tiếng Anh hạn chế được tiếp cận một cách thiết thực với các chương trình và hoạt động, phù hợp với Tiêu Đề VI, hướng dẫn hiện hành của Bộ Giao Thông Vận Tải Hoa Kỳ (Department of Transportation, DOT) và Kế Hoạch Hỗ Trợ Ngôn Ngữ của SCAG.

Giám Đốc Điều Hành và nhân viên của SCAG có trách nhiệm thực hiện cam kết của SCAG đối với Tiêu Đề VI. Cụ thể, Điều Phối Viên Tiêu Đề VI của SCAG sẽ giữ vai trò là Cán Bộ Tuân Thủ Tiêu Đề VI của SCAG và chịu trách nhiệm giám sát các hoạt động liên quan đến Tiêu Đề VI của SCAG, bao gồm việc tiếp nhận và điều tra mọi khiếu nại theo Tiêu Đề VI.

Quy trình giải quyết khiếu nại theo Tiêu Đề VI như sau:

1. **Nộp Đơn Khiếu Nại:** Bất kỳ ai cho rằng bản thân họ, với tư cách cá nhân hoặc thành viên của một nhóm người, đã bị phân biệt đối xử vì lý do chủng tộc, màu da hoặc nguồn gốc quốc gia, vi phạm Tiêu Đề VI, đều có thể gửi đơn khiếu nại bằng văn bản cho SCAG bằng Mẫu Đơn Khiếu Nại theo Tiêu Đề VI, bản sao của mẫu này được đính kèm dưới dạng Phụ Lục 1 của các quy trình này. Người đại diện cũng có thể thay mặt người đó nộp đơn khiếu nại. Tất cả các đơn khiếu nại phải được chuyển đến Điều Phối Viên Tiêu Đề VI của SCAG, người giữ vai trò là Cán Bộ Tuân Thủ Tiêu Đề VI của cơ quan, để xem xét và xử lý.
 - a. Đơn khiếu nại đó phải được nộp trong vòng 180 ngày theo lịch kể từ ngày xảy ra hành vi phân biệt đối xử bị cáo buộc trừ khi SCAG xác định rằng việc gia hạn thời hạn là phù hợp theo các yêu cầu hiện hành của liên bang.
 - b. Đơn khiếu nại phải được lập thành văn bản và có chữ ký của Người Khiếu Nại và/hoặc người đại diện của Người Khiếu Nại. Đơn khiếu nại phải trình bày đầy đủ nhất có thể các sự việc và tình tiết liên quan đến hành vi phân biệt đối xử bị cáo buộc. Tối thiểu, đơn khiếu nại phải bao gồm các thông tin sau:
 - c. Tên, địa chỉ nhận thư và thông tin liên hệ của người khiếu nại (ví dụ: số điện thoại, địa chỉ email, v.v.).
 - d. Căn cứ khiếu nại (ví dụ: chủng tộc, màu da hoặc nguồn gốc quốc gia).
 - e. Ngày xảy ra (các) hành vi phân biệt đối xử bị cáo buộc.
 - f. Cách thức, thời điểm, địa điểm và lý do mà Người Khiếu Nại cho rằng mình đã bị phân biệt đối xử. Bao gồm địa điểm, tên và thông tin liên hệ của bất kỳ nhân chứng nào.
 - g. Các thông tin quan trọng khác có liên quan đến các cáo buộc.
2. **Hỗ Trợ Hoàn Thành hoặc Nộp Đơn Khiếu Nại:** SCAG sẽ cung cấp hỗ trợ hợp lý cho những người cần trợ giúp hoàn thành hoặc nộp đơn khiếu nại, bao gồm hỗ trợ ngôn ngữ phù hợp theo Kế Hoạch Hỗ Trợ Ngôn Ngữ của SCAG. SCAG cũng sẽ cung cấp các điều chỉnh hợp lý hoặc định dạng thay thế theo yêu cầu của pháp luật hiện hành.

3. **Xem Xét Đơn Khiếu Nại:** Trong vòng 10 ngày theo lịch kể từ ngày nhận được đơn khiếu nại, Điều Phối Viên Tiêu Đề VI của SCAG phải thông báo bằng văn bản cho Người Khiếu Nại về việc đơn khiếu nại đã được chấp nhận để điều tra, có cần cung cấp thêm thông tin hay không, hoặc SCAG không có thẩm quyền giải quyết đơn khiếu nại, đồng thời thông báo cho Người Khiếu Nại về các phương thức khiếu nại khác, bao gồm quyền nộp đơn khiếu nại lên cơ quan liên bang có thẩm quyền. Điều Phối Viên Tiêu Đề VI cũng phải thông báo cho Cố Vấn Pháp Lý Trường và Giám Đốc Điều Hành của SCAG về việc đã nhận được đơn khiếu nại. Sau đó, Điều Phối Viên Tiêu Đề VI phải tiến hành điều tra Đơn Khiếu Nại hoặc ủy quyền tiến hành điều tra Đơn Khiếu Nại. Việc xem xét đơn khiếu nại phải được hoàn tất không muộn hơn 60 ngày theo lịch kể từ ngày SCAG nhận được đơn khiếu nại. Nếu cần thêm thời gian, Điều Phối Viên Tiêu Đề VI phải thông báo cho Người Khiếu Nại về khoảng thời gian dự kiến để hoàn tất việc xem xét. Sau khi hoàn tất việc xem xét đơn khiếu nại, Điều Phối Viên Tiêu Đề VI phải gửi văn bản phản hồi của SCAG cho Người Khiếu Nại, trong đó giải quyết các nội dung của đơn khiếu nại và, nếu có, đề xuất những cải tiến phù hợp đối với các quy trình của SCAG liên quan đến Tiêu Đề VI.
4. **Yêu Cầu Xem Xét Lại:** Nếu Người Khiếu Nại không đồng ý với văn bản phản hồi của Điều Phối Viên Tiêu Đề VI của SCAG, Người Khiếu Nại có thể yêu cầu xem xét lại bằng cách gửi văn bản yêu cầu xem xét lại đến Giám Đốc Điều Hành của SCAG trong vòng 14 ngày theo lịch kể từ ngày ban hành văn bản phản hồi. Yêu cầu xem xét lại phải trình bày đủ chi tiết để xác định các kết quả hoặc kết luận mà Người Khiếu Nại cho rằng cần được xem xét lại, cũng như căn cứ của yêu cầu đó. Giám Đốc Điều Hành sẽ thông báo cho Người Khiếu Nại về quyết định chấp nhận hoặc từ chối yêu cầu xem xét lại trong vòng 10 ngày theo lịch. Trong trường hợp Giám Đốc Điều Hành đồng ý xem xét lại, vấn đề sẽ được Giám Đốc Điều Hành hoặc người được Giám Đốc Điều Hành chỉ định đánh giá lại và quyết định bằng văn bản sẽ được đưa ra trong vòng ba mươi (30) ngày kể từ ngày Giám Đốc Điều Hành chấp nhận yêu cầu xem xét lại.
5. **Nộp Đơn Khiếu Nại lên Cơ Quan Quản Lý Giao Thông Công Cộng Liên Bang:** Một người có thể nộp đơn khiếu nại theo Tiêu Đề VI lên Cơ Quan Quản Lý Giao Thông Công Cộng Liên Bang để được điều tra. Theo Chương IX, Khiếu Nại, của Thông Tư FTA 4702.1B, đơn khiếu nại đó phải được nộp trong vòng 180 ngày theo lịch kể từ ngày xảy ra hành vi phân biệt đối xử bị cáo buộc. Có thể nhận Chương IX của Thông Tư FTA 4702.1B, trong đó nêu rõ quy trình khiếu nại lên Cơ Quan Quản Lý Giao Thông Công Cộng Liên Bang, bằng cách yêu cầu Điều Phối Viên Tiêu Đề VI của SCAG cung cấp một bản sao theo số điện thoại (213) 236-1920.

Nếu cần thông tin bằng ngôn ngữ khác, vui lòng liên hệ theo số (213) 236-1895.

PHỤ LỤC 1
MẪU ĐƠN KHIẾU NẠI THEO TIÊU ĐỀ VI CỦA SCAG

Tên: _____

Địa Chỉ: _____

Thành Phố, Tiểu Bang và Mã ZIP: _____

Số Điện Thoại Nhà: _____

Số Điện Thoại Công Việc: _____

Địa Chỉ Email: _____

Quý vị có bị phân biệt đối xử vì những lý do sau không:

☐ [] chủng tộc ☐ [] màu da ☐ [] nguồn gốc quốc gia

(Các) Ngày Xảy Ra Vụ Việc Bị Cáo Buộc: _____

Vui lòng giải thích càng rõ ràng càng tốt về những gì đã xảy ra và cách thức quý vị bị phân biệt đối xử. Nêu rõ địa điểm và những người có liên quan. Đảm bảo cung cấp tên và thông tin liên hệ của bất kỳ nhân chứng nào. Nếu cần thêm chỗ để trình bày, vui lòng đính kèm thêm trang hoặc sử dụng mặt sau của mẫu đơn này.

Quý vị đã nộp đơn khiếu nại này cho bất kỳ cơ quan liên bang, tiểu bang hoặc địa phương nào khác, hoặc cho bất kỳ tòa án liên bang hoặc tiểu bang nào chưa?

☐ [] Có ☐ [] Không

Nếu có, vui lòng cung cấp tên và thông tin liên hệ của cơ quan hoặc tòa án nơi đơn khiếu nại đã được nộp:

Tên: _____

Địa Chỉ: _____

Thành Phố, Tiểu Bang và Mã ZIP: _____

Số Điện Thoại: _____

Quý vị có tự đại diện cho mình trong vụ khiếu nại này không?

[] Có [] Không

Nếu không, vui lòng cung cấp thông tin về người sẽ đại diện cho quý vị trong vụ khiếu nại này:

Tên: _____

Địa Chỉ: _____

Thành Phố, Tiểu Bang và Mã ZIP: _____

Số Điện Thoại: _____

Vui lòng ký tên bên dưới. Quý vị có thể đính kèm bất kỳ tài liệu bằng văn bản hoặc thông tin nào khác mà quý vị cho là có liên quan đến đơn khiếu nại của mình.

Chữ Ký: _____ Ngày: _____

Vui lòng gửi mẫu đơn này qua đường bưu điện hoặc email đến:

Điều Phối Viên Tiêu Đề VI/Cán Bộ Tuân Thủ Tiêu Đề VI
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017
ramirez@scag.ca.gov

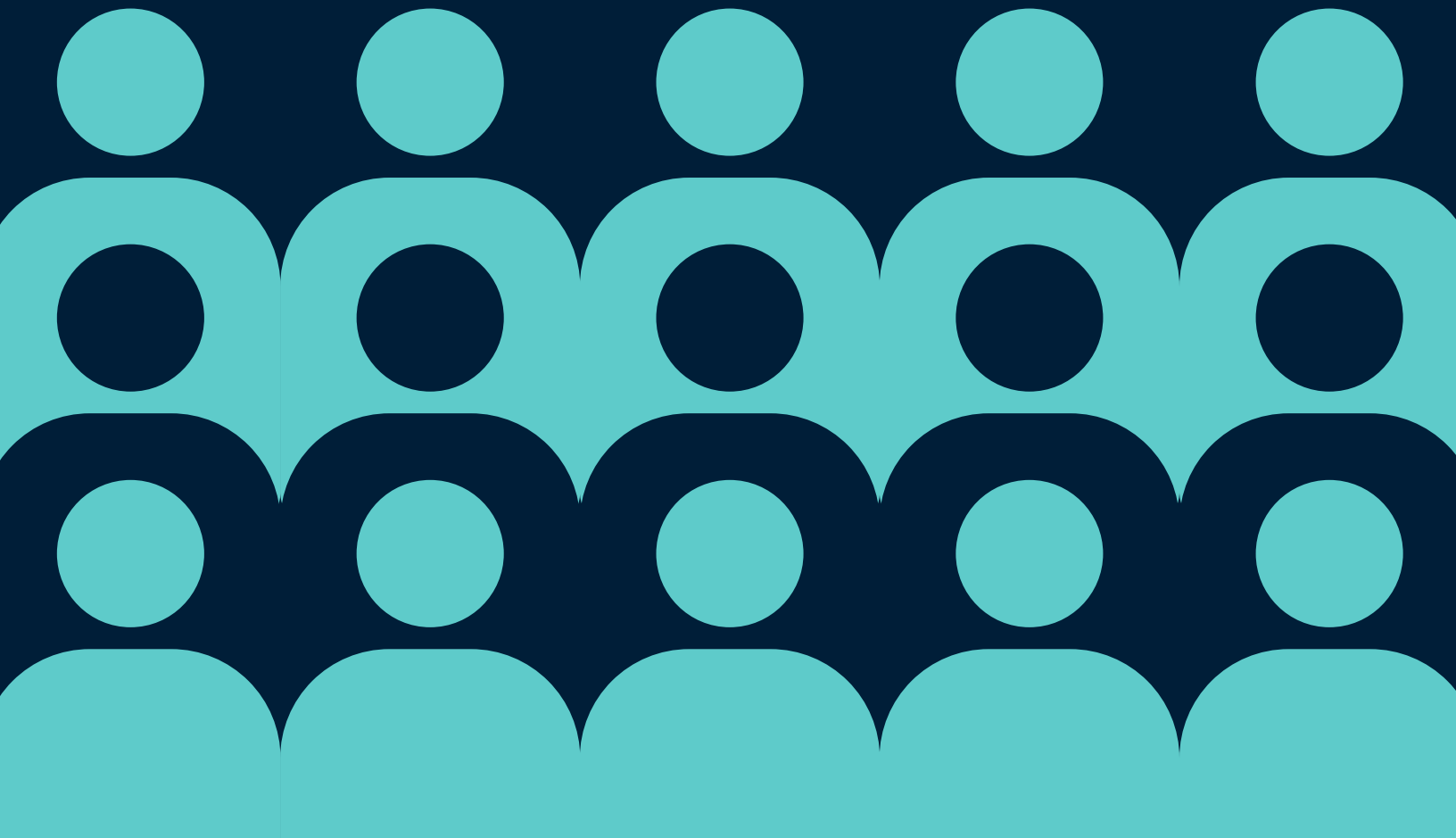
Appendix D

PUBLIC PARTICIPATION PLAN



Public Participation Plan

Adopted February 2026



Our Vision

Southern California's catalyst
for a brighter future

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 Core Values

Be Open

Be accessible, candid, collaborative, and transparent in the work we do.

Lead by Example

Commit to integrity and equity in working to meet the diverse needs of all people and communities in our region.

Make an Impact

In all endeavors, effect positive and sustained outcomes that make our region thrive.

Be Courageous

Have confidence that taking deliberate, bold, and purposeful risks can yield new and valuable benefits.

Cultivate Belonging

Embrace differences, foster equity, champion inclusion, and empower all.



Public Participation Plan

2026 Update - Adopted

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About SCAG

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for a region encompassing the areas of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is responsible for developing the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and its associated Program Environmental Impact Report, the Regional Housing Needs Assessment (RHNA), the Federal Transportation Improvement Program (FTIP), the region's Overall Work Program (OWP) under Caltrans, and administering other state and federal funding programs, which involves collaborating across the region to support their implementation and engage on topics of regional significance.

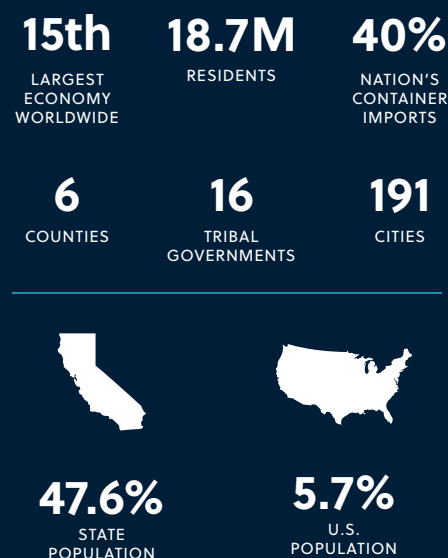
SCAG is the nation's largest MPO and represents one of the most multi-faceted areas in the world, which is home to nearly 19 million people throughout 197 local jurisdictions. SCAG is governed by the Regional Council, a board of 86 elected officials who represent districts and agencies across the region.

Public participation is fundamental to SCAG's mission because understanding the needs of local governments, stakeholders, and the public strengthens planning processes. In many ways, SCAG's success relies on meaningful participation.

This Public Participation Plan (PPP) outlines SCAG's vision and commitments to representative, accessible, and effective engagement in the development of its plans, programs, and initiatives. This plan defines audience categories, methodology for conducting participation efforts, summarizes communication activities to be used, and describes SCAG's measures and processes for evaluating public and stakeholder participation.

As SCAG prepares the next RTP/SCS and other major initiatives, this document can guide staff and partners toward engagement that creates plans, programs, and pilots that truly serve the region and can be implemented, while meeting requirements under the law.

The SCAG Region





Public Participation Plan Purpose

SCAG is a regional forum and a conduit between local jurisdictions, local and subregional agencies, and state and federal agencies. SCAG's Regional Council and policy committees bring together elected leaders from diverse geographies to guide regional planning in pursuit of shared goals to benefit the region. This level of collaboration requires balancing many different communities' needs, interests, and characteristics to create a cohesive region. Therefore, understanding the needs of the region, including its industries, communities, and lands, is key to making SCAG's plans, programs, and pilots responsive, visionary, and implementable.

As the voice and visioner for the Southern California region, SCAG's work must reflect the multitude of opinions, interests, and resources that play a part in the region's systems. The public participation methodology outlined in this document will guide how SCAG engages public entities, stakeholders, and the public, considers input, and balances numerous factors to ensure the success of such large-scale efforts for which SCAG is responsible, including the following major activities:

- ▶ Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal, RTP/SCS)
- ▶ Program Environmental Impact Report for Connect SoCal (Connect SoCal PEIR)
- ▶ Federal Transportation Improvement Program (FTIP)
- ▶ Southern California's Transportation Overall Work Program (OWP)
- ▶ Regional Housing Needs Allocation (RHNA)

SCAG takes a pragmatic approach to engaging across a variety of audiences that can be grouped into three broad categories: 1) public entities, 2) stakeholders, and 3) the public.

This Public Participation Plan is a policy adopted by SCAG intended solely for use as guidance. The PPP does not constitute a rulemaking by SCAG and may not be relied upon to create a specific right or benefit, substantive or procedural, enforceable at law or in equity, by any person. It does not supersede any existing law, regulation, or rule currently in effect. SCAG may modify/update this PPP as necessary.



1. **SCAG's primary working relationships are with public entities, which both guide and implement SCAG's work.** Public entities, including municipalities, local government entities, state political subdivisions, and federally recognized tribal governments are part of SCAG's General Assembly, Regional Council and policy committees, as well as other ad-hoc committees that shape SCAG's work. Local jurisdictions also implement SCAG's regional plan, engaging with SCAG programs for funding, technical assistance, data, trainings, and other resources. SCAG also works with numerous other public entities, collaborating to ensure alignment across local, regional, state, and federal priorities as required by law across various processes.
2. **As a convener in a complex region, SCAG interacts with numerous stakeholders across a broad range of topics and interests.** Throughout the agency's history, SCAG's Regional Council has approved various resolutions that have been integrated into the regional planning process. These resolutions call for collaboration with stakeholders across sectors on topics ranging from clean vehicle technology, water supply, resilience, social equity, broadband, goods movement, and more. These Regional Council actions demonstrate the breadth of stakeholders that SCAG must connect with to effectively inform and conduct its work; they are also consistent with Sustainable Communities Strategy planning requirements to include advocates and business interests in regional plan development.
3. **When engaging with the general public, SCAG values representative input that identifies the region's needs and operates transparently.** All people who live in Southern California are stakeholders in regional planning outcomes. Federal Regulations (23 C.F.R. § 450.316), the Civil Rights Act, Sustainable Communities Strategy planning requirements, and SCAG's own Regional Council resolutions mandate that participation efforts emphasize underserved populations. SCAG's own Racial Equity Early Action Plan (2021) calls to reduce bias and barriers in the planning process. Considering this guidance and the size of the SCAG region, SCAG designs public engagement efforts to capture input representative of all facets of the region's population. As a government agency, transparency is also key, with all public input opportunities open to anyone who responds or seeks them out. SCAG conducts its business openly and transparently, with the availability of documents, meetings and other proceedings accessible online and open to the public. Additionally, SCAG provides ample availability for engagement and input. All members of the public are welcome to attend, and participate in publicly noticed meetings at SCAG, such as the various subcommittees, working groups, policy committees, Executive/Administration Committee, and the Regional Council.

State and Federal Requirements

SCAG's Public Participation Plan was developed in accordance with federal and state laws and regulations that set forth SCAG's responsibilities as an MPO. In summary, these requirements direct SCAG's public engagement work as follows:

- ▶ **Inclusive Public Participation:** Public participation activities seek input, with effort to engage traditionally underserved groups, such as minorities, low-income households, people with limited English proficiency, seniors, and people with disabilities.
- ▶ **Accessibility and Transparency:** Information related to planning and public processes are provided in clear, accessible formats. Public meetings and hearings are scheduled at accessible locations and times, with adequate notice.
- ▶ **Visualization and Clarity:** Visualization techniques clearly communicate complex information to the general public.
- ▶ **Consultation and Coordination:** Various planning processes include consultation and coordination with relevant stakeholders, such as local and state agencies, tribal governments, federal land management agencies, resource agencies, and transportation service providers.
- ▶ **Response, Documentation, and Reporting of Public Input:** Public input received during engagement processes is documented and publicly reported. Consideration of public input and documentation of responses is provided to explain how input influenced a final decision, especially when significant changes are involved. Mandatory minimum public review or comment periods are provided for significant planning documents.
- ▶ **Tribal Consultation:** Tribal governments are consulted regarding transportation projects and policies affecting tribal lands or resources in accordance with SCAG's [Tribal Consultation Policy](#).
- ▶ **Compliance with Non-Discrimination Laws:** Participation efforts comply with federal and state anti-discrimination laws and regulations, including Title VI of the Civil Rights Act, ADA requirements, and environmental justice provisions, to provide equitable treatment and accessibility.
- ▶ **Integration of Planning Processes:** Transportation planning integrates with other planning activities, such as land use, housing, environmental review, and air quality management, and considers multiple scenarios and performance measures.
- ▶ **Periodic Reviews and Updates:** Public participation procedures and strategies are regularly reviewed and updated to maintain effectiveness, responsiveness, and compliance with current regulations.

Please see the Appendix for a listing of SCAG's statutory requirements and applicable regulations.

Who SCAG Engages

In serving an expansive and diverse region, SCAG's decision-making and advisory bodies include elected officials from across Southern California, including counties, cities, and tribal governments. These bodies play a vital role in setting regional priorities, approving plans, and ensuring that community needs are reflected in SCAG's work by giving a voice to all SCAG districts, including six seats for tribal government representatives. As such, members of SCAG's Regional Council, policy committees, and General Assembly are important bidirectional messengers in representing their communities' needs in SCAG's work and sharing it back out into the region.

Building on the role of this core governing group, SCAG structures its audiences into the following segments to organize engagement activities, creating deeper understanding of SCAG's relationship with each to improve communication and ensuring connection with groups at appropriate phases of the regional planning process.

SCAG Audiences (in alphabetical order)

1. County Transportation Commissions

County Transportation Commissions (CTCs) are essential funding and implementation partners in regional transportation planning. SCAG works closely with these commissions to coordinate planning efforts, align funding strategies, and ensure consistency between regional and county-level investments.

These entities have representation on SCAG's Regional Council and include (in alphabetical order):

- ▶ Imperial County Transportation Commission
- ▶ Los Angeles County Metropolitan Transportation Authority
- ▶ Orange County Transportation Authority
- ▶ Riverside County Transportation Commission
- ▶ San Bernardino County Transportation Authority
- ▶ Ventura County Transportation Commission

2. General Public

SCAG considers all members of the public, including all people who live in its six-county region, to be part of the general public audience. This audience is broad and refers to all individuals, regardless of age, background, abilities, status, or education level. Consistent with federal and state requirements, SCAG puts special efforts into engaging historically underserved communities. SCAG also makes a point to engage with youth, who have a greater stake in the region's long-term future. Public participation activities always include open input opportunities, information accessible to people of varying backgrounds, and efforts to capture representative input.

3. Grantees

SCAG provides funding and technical support to a range of grantees, many of whom are also part of other audience categories, including jurisdictions, stakeholders, county transportation commissions, or other government agencies. Through various competitive and non-competitive calls for applications and notices of funding availability, SCAG notifies prospective grantees of opportunities for grant subawards. The grantees often lead on-the-ground implementation of SCAG-supported projects and are responsible for conducting community engagement consistent with SCAG's public participation standards.

4. Legislators, Funders, and Regulators

This group includes appointed and elected officials and representatives of state and federal agencies, and the agencies themselves, that fund or regulate SCAG's planning efforts. Engagement with this audience ensures that SCAG's work aligns with policy objectives, funding criteria, and legal obligations. Examples of these include federal agencies, such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), federal land management agencies, and state agencies including Caltrans, the California Air Resources Board (CARB), and the Department of Housing and Community Development (HCD).

5. Local Jurisdictions

SCAG's core membership consists of six counties, 191 cities, and 16 tribal governments. These local jurisdictions and tribal governments are instrumental in shaping regional plans through their data, forecasts, and input and implementation activities. SCAG also engages elected officials, subregional councils and associations of governments, and jurisdiction departments staff at the local level on a regular basis as part of its ongoing operations to understand the needs of the region and connect jurisdictions to resources.

6. Other Public Agencies

Other public entities beyond SCAG's direct membership play a key role in regional planning via coordination, input, and implementation. These include entities such as ports, transit operators, public utilities, air districts, the transportation corridor agencies, the California Coastal Commission, and any other government agencies that oversee or manage critical infrastructure and resources in Southern California.

7. Stakeholders

Stakeholders include business and industry representatives (freight, real estate, construction, manufacturing, etc.); community-based organizations, non-profit organizations, and advocacy groups; and other non-government entities that bring critical expertise, represent communities and sectors, and help shape SCAG's policy and program priorities.

Audience Communication Preferences

Since its last Public Participation Plan update, SCAG's collected qualitative and quantitative audience feedback across its six-county region. The effort recruited a targeted set of representatives from aforementioned SCAG audiences, including multiple cities within each county, Tribal Governments, and a range of public and private entities. This evaluation effort included surveys, listening sessions, and interviews designed to understand audience member priorities, identify barriers to participation, and assess communications and information-sharing preferences.

Findings confirmed that SCAG's audiences come from a variety of backgrounds, vary greatly in the level of time and resources available to them, and often serve as intermediaries to a more general public audience. Therefore, SCAG communication emphasizes:

- ▶ Readable, jargon-free materials that facilitate clear understanding that can assist audience members in communicating the information themselves.
- ▶ Information resources that can easily be shared and adapted by partner audiences for distributing to their own constituents or audiences.
- ▶ Varying levels of technical detail for different users, including summaries for lengthy documents, such as technical reports, large-scale plans, and research and white papers.



SCAG's Public Participation Standards

SCAG's public participation commitments are rooted in our strategic priorities, federal and state requirements, and the recognition that meaningful public input leads to better planning outcomes. The following principles guide all SCAG engagement activities:



1. Representative Input

SCAG will pursue public and stakeholder input that reflects the diversity of the region and is tailored to the specific needs and goals of each program or planning effort. SCAG makes all efforts to design participation activity so as to solicit input that is relevant and actionable, furthering SCAG's understanding of the needs of the region's population and how to be responsive to them. Engagement efforts are tailored to each audience, recognizing that different stakeholders require different tactics to reach them, have varying levels of familiarity with planning processes, and differing amounts of time available for sharing their input. SCAG's participation strategies aim to capture relevant viewpoints by targeting the specific audience for whom the program supports, as well as ensure representation of historically underserved communities, including limited English proficiency populations and persons with disabilities, as required by law.



2. Compliance

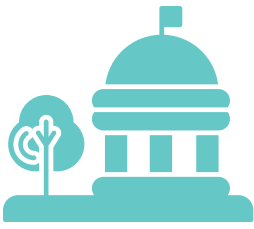
All engagement activities are structured to comply with federal and state mandates for public involvement, interagency coordination, and transparency. This includes compliance with 23 C.F.R. § 450.316, the Civil Rights Act, and Sustainable Communities Strategy planning guidance that require engaging underserved communities, as well as other state and federal regulations that specify coordination with specific agencies, and include requirements about making information, processes, and meetings open and available to the public.



3. Communication Best Practices

SCAG is committed to communication that encourages understanding of its content across various audiences. Plain language is used as much as possible in all public-facing materials and interactions, where technical terms are minimized and clearly defined, and key messages are prioritized using clear information hierarchies. This approach allows stakeholders of varying technical backgrounds, education levels, and time constraints to understand SCAG's plans, participate in discussions, and provide informed feedback. Visual communication, such as diagrams, infographics, and maps, are used wherever possible to help break down complex information and to increase accessibility for people with differing backgrounds, proficiencies, and learning styles. Consistency in terminology and framing across documents and presentations increases the likelihood of understanding.

Participation Methodology Based on Audience



Government and Stakeholder Participation

When working with government and stakeholder audiences, SCAG will approach engagement as a **collaborative and bidirectional process**. This means enabling dialogue through SCAG or partner-hosted events and meetings that may include forums, listening sessions, working groups, and focused meetings.

SCAG recognizes that many government and stakeholder partners are also conduits to broader public audiences as well as secondary and tertiary audiences. Therefore, SCAG's commitment to **clarity and accessibility** carries into communication with these audiences. Participation materials and presentations should avoid excessive jargon, clearly convey key takeaways, and in some cases be sharable content that partners can use to inform their own constituencies.

Participation strategies should be **tailored to the specific needs and communication preferences** of each stakeholder group, considering factors such as technical expertise, organizational capacity, and time commitment. Where appropriate, SCAG will provide **toolkits, talking points, or co-branded resources** that stakeholders can adapt and distribute.



Public Participation

When engaging the general public, SCAG will design participation efforts to capture **representative input** from across the region's diverse communities, with particular attention to gathering input from populations that have been historically underserved.

Participation tactics should be **tailored to the scope and goals** of the specific planning effort. SCAG commits to carefully considering and selecting effective and feasible methods to reach and engage target audiences within available resources, timelines, and budgets. Tactics may vary (see Public Participation Tactics Toolbox below) and evolve over time as technology advances, costs evolve in the market, and public media and information consumption behaviors change. At minimum, SCAG's public-facing information will be made available via SCAG's owned channels, including the agency website, newsletters, and social media—and must be **open and accessible to all via open comment periods** with clear timelines and directions for how to participate.



Transparency and Accessibility

Transparency and accessibility are **separate from but complementary to participation** and are mandatory for compliance with the Americans with Disabilities Act (ADA), the Brown Act, and Title VI of the Civil Rights Act. When directly engaging with the general public, SCAG will conduct its business openly and transparently and will provide opportunities for all members of the public to participate and provide direct input. SCAG staff must ensure that the **public**

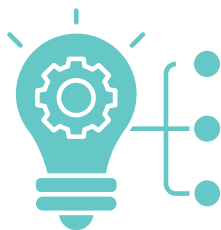
has ongoing access to information about government functions, use of public resources, planning processes, timelines, and key decision points. This includes:

- ▶ Making documents, data, and summaries related to SCAG processes and decisions easily **available online in accessible formats**, including [livestreaming](#) and [recordings of public proceedings](#).
- ▶ Providing **language translations and disability accommodations** in accordance with SCAG's [Title VI Program](#), ADA requirements, and upon request.
- ▶ Offering **email subscription options** for regular project updates and meeting notifications.

Staff will also **document, summarize, and report on public comments** received through public engagement activities, as well as how the input informed work or was incorporated into the program or project at hand.

SCAG may use a variety of approaches to receive and respond to public input. Examples include sharing what was heard and how it may be addressed through workshops, listening sessions, or other meetings, as well as including summaries of public comments and related considerations in board reports or other materials, when appropriate.

This process demonstrates that input has been meaningfully considered and supports accountability and transparency in SCAG's decision-making.



Public Participation Tactics Toolbox

SCAG maintains a menu of participation tactics that can be tailored to reach different audiences, depending on the goals, resources, and timeline for the individual effort at-hand. This toolbox is intended to implement participation according to SCAG's standards and methodology described in the previous sections.

A combination of these tactics are to be selected based on specific engagement objectives, which will include one or more of the following:

- ▶ **Reach:** For awareness and visibility (e.g., advertising, earned media)
- ▶ **Engagement:** For interaction and participation (e.g., events, social media)
- ▶ **Input:** For formal comment and feedback (e.g., surveys, meetings)
- ▶ **Transparency:** For open access to documents and data (e.g., web publication, livestreaming)

Public participation tactics are categorized based on the resources and amount of complexity required to deploy them, as well as the general levels of reach that can be achieved. In most cases, tactics from all categories will need to be combined to effectively provide information, create a mechanism for SCAG to receive feedback or input, and broaden the reach of other tactics to support SCAG's public participation commitments outlined earlier in this document.



SCAG-Owned Tactics

Owned tactics include platforms controlled by SCAG, which require the least amount of resources and shortest lead times. These tactics tend to reach audiences already connected to SCAG whom it engages with regularly, and are carried out in accordance with its Title VI Program.

- ▶ **Newsletters** to SCAG’s subscriber lists on a regular basis and include regular updates about current work, such as meetings, publications, comment periods, and other input opportunities.
- ▶ **Email blasts** for special announcements to segments of SCAG’s existing contact list.
- ▶ **SCAG’s website**, which includes descriptions of the agency’s programs and products; calendar of upcoming and past meetings; and a news feed where information is regularly published, such as new reports and studies, the monthly Executive Director’s report, and funding processes, including guidelines, comment periods and more.
- ▶ **Organic social media**, or unpaid social media activity, where SCAG regularly posts news for its followers on popular platforms (i.e. Facebook, X, Instagram, LinkedIn, YouTube) about its work, including meetings, special events, funding awards, public comment periods, and more. Social media platforms that SCAG uses may change over time as volume of users on each shift and SCAG identifies the most effective means for interaction with its audiences. These posts often include graphics, photos, videos, and links to SCAG publications and webpages. SCAG’s current social media profiles are located at the following URLs:
 - ▶ www.facebook.com/SCAGmpo
 - ▶ www.x.com/SCAGnews
 - ▶ www.instagram.com/SCAGnews
 - ▶ www.youtube.com/SoCalAssociationGov
 - ▶ www.linkedin.com/company/southern-california-association-of-governments
- ▶ **Public and stakeholder meetings, events, and workshops** hosted by SCAG that include a variety of formats, such as meetings of a formal governing body, open houses, public hearings, listening sessions, and themed workshops. These meetings can include customized presentations, question and answer sessions, comments directly to elected officials, dialogue in breakout sessions, program demonstrations, and a number of other collaborative information gathering techniques. To the best of SCAG’s ability, meetings are conducted in formats that promote a safe space for persons with different opinions to feel comfortable providing input, including multiple means of providing comments. Meetings that are open to the public can be viewed online at scag.ca.gov/tv-livestream and recordings are available at <https://scag.iqm2.com/Citizens/>.

This category of meetings include:

► SCAG General Assembly

At least once every year, SCAG convenes its General Assembly to bring together the official representatives of SCAG's membership and help set the agency's course for the coming year. This typically happens in May and is publicly noticed and open to the public in accordance with applicable laws.

► SCAG Regional Council

All of SCAG's plans and programs are led by decision making by its Regional Council, an 86-member governing board of elected officials, including city representatives from throughout the region, at least one representative from each county Board of Supervisors, a Transportation Commission member, and a representative of the Southern California Native American Tribal Governments. The region is divided into districts of roughly equal population to provide diverse, broad-based representation. The Regional Council meets monthly on the first Thursday of the month and meetings are open to the public. Specific meeting dates and times are posted on SCAG's website, along with agenda materials posted 72 hours in advance for regularly scheduled meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments. Comments can also be provided by letter or email in advance of the meeting.

► SCAG Policy Committees

SCAG's policy-making process is guided by the work of three policy committees: Transportation Committee (TC); Community, Economic and Human Development (CEHD) Committee; and Energy and Environment Committee (EEC). Members are appointed to one of the policy committees for two-year terms. Most of the discussion and debate of a policy issue occurs in these committees. Issues to be considered by the Regional Council must come through one or more of the committees. As opposed to Regional Council members, members of policy committees do not have to be elected officials. The policy committee meetings typically occur in the morning on the same day as the Regional Council meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments. The posted agenda for regular meetings is available at least 72 hours before the meeting.

► Technical Advisory Committees and Working Groups

These are focused groups convened to work on specific topic areas and provide input to SCAG staff before items are brought to SCAG's policy committees or Regional Council. These meetings fall along a spectrum of more technical to more policy-focused agenda items with some groups covering items from both categories. A few examples of the technical groups include the Modeling Task Force, Transportation Conformity Working Group, and the Technical Working Group. SCAG also hosts a series of Regional Planning Working Groups which function as a forum for SCAG staff to engage stakeholders in the development

and implementation of the agency's plans and policies. These policy groups focus on areas such as Safe and Active Streets; Equity; Natural and Farmlands Conservation; Housing; and Sustainable and Resilient Communities. The frequency of meetings varies per group, but most meet on at least a quarterly basis.

► Special Public Meetings, Conferences, and Forums

Public and stakeholder meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted and publicly noticed. SCAG typically provides notice through posting information on SCAG's website and, if appropriate, through email notices, newsletters, partnership channels, in-person contact, and to local media outlets when appropriate. Materials to be considered at SCAG public hearings are posted on SCAG's website and are made available to interested persons upon request.

► Stakeholder Workshops, Listening Sessions, and Forums

For specialized programs and targeted efforts, SCAG engages directly with public agencies, jurisdictions, and specific stakeholder groups with experience and expertise in these areas. At these gatherings, audience members are engaged on technical information, encouraged to share input with SCAG, and collaborate on specific planning issues.

► Public Workshops, Community Forums, and Other Events

SCAG conducts workshops, community forums, and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public, interested parties, and stakeholders. SCAG holds meetings throughout the six-county region to solicit comments on major plans and programs. Meetings may take place where people are already gathered. When SCAG hosts an event, it does so at locations and at times that maximize public participation, including evenings and weekends. During these types of events, SCAG will encourage civility by allowing comments to be provided in a variety of formats, including providing comments anonymously. Depending on the audience for these events, SCAG will provide notice as appropriate through other public outreach channels noted in Participation Tactics Toolbox section.

In accordance with the law, these meetings offer accommodation for disabilities or those needing translation and are often livestreamed, hosted virtually or during evenings and weekends to increase accessibility. Most of these meetings are available for viewing virtually and all public meetings can be viewed in-person at any SCAG location:

Main Office (for in-person meetings and U.S. Post mail):
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Imperial County
1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243

Inland Empire
(Riverside and San Bernardino Counties)
3403 10th St., Ste. 805
Riverside, CA 92501

Orange County
600 S. Main St., Ste. 1143
Orange, CA 92868

Ventura County
4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012

- ▶ **One-on-one or group in-person engagement** is often conducted by staff reaching out to stakeholder contacts via phone call, email, or having virtual or in-person meetings. Government Affairs staff act as point of contact for many of SCAG's audiences and are assigned by geographical subregion:

Imperial County and Coachella Valley:

David Salgado
salgado@scag.ca.gov
(213) 236-1967

Inland Empire:

Ivette Macias
macias@scag.ca.gov
(213) 630-1499

Los Angeles County:

Erik Rodriguez
rodrigueze@scag.ca.gov
(213) 630-1525

Orange County:

Jonathan Davis
davis@scag.ca.gov
(213) 630-1599

**Ventura County and
North Los Angeles County:**

Rachel Wagner
wagner@scag.ca.gov
(213) 236-1960

- ▶ SCAG creates and produces **informational printed materials** for distributing at events, meetings, or other gatherings when appropriate. These materials are translated in instances of engagement with limited English proficiency populations in accordance with its [Title VI Program](#).
- ▶ **Interactive online tools and video** are used to visualize and convey information that enables audiences to gather context and details that can facilitate their engagement and, in some cases, gather their input. These are created and published by SCAG with language-neutral visual information or translated to ensure engagement by LEP populations in accordance with its [Title VI Program](#).
- ▶ **Forms and surveys**, created by SCAG in both online, mobile-friendly, and printed formats, are used to gather input in structured and open-ended ways, depending on the nature of the effort for which input is being collected.
- ▶ SCAG maintains a **dedicated phone line** at (213) 236-1895 where anyone can request accommodations or translations, leave public comments, or receive information on procedures for filing a Title VI complaint. This phone number is included in public meeting materials and offered as a means for public comment on informational materials in print and on the website.

- ▶ SCAG accepts **public comment** in person at meetings, via U.S. Post and email, and via a dedicated phone line. Comments are summarized and publicly reported according to SCAG's participation standards for transparency.

Main Office (for in-person meetings and U.S. Post mail):
 Southern California Association of Governments
 900 Wilshire Blvd., Ste. 1700
 Los Angeles, CA 90017
 Email: contact@scag.ca.gov
 Telephone: (213) 236-1895



Partnership Tactics

Activity in this category relies on third-party messengers who share SCAG's information at no cost because it aligns with their mission. These tactics are akin to earned media and help to extend SCAG's reach to these partners' audiences. These tactics have the potential for greater reach than owned tactics but can be more complicated to execute because they often require greater coordination and lead time. Partner organizations can include public agencies, local institutions, professional and community groups, and others depending on the effort at hand. Examples of partnership, or earned, tactics include:

- ▶ **SCAG reaches out and responds to media outlets and publications**, including broadcast, print, digital, and in languages other than English to share its work and potentially generate earned media coverage. This can be conducted via news releases, media advisories, media interviews, and editorial placements and meetings – and allows SCAG to share about public involvement processes, plans, and other activity more broadly if media outlets determine it to be newsworthy.
- ▶ SCAG works with various partner groups to carry its information via **partner channel placements**, such as newsletters, websites, podcasts, or organic social media posts via partner organization handles. These are provided at no cost to SCAG and reach individuals who may not be in SCAG's contact list or subscribe to updates directly from SCAG.
- ▶ Similarly, SCAG pursues opportunities to share information at **partner events or partner sites** at no cost. Examples of may include speaking, tabling to hand out printed materials and engage with attendees at a partner's event, or gathering survey input via intercept on partners' property, such as at transit stops, public plazas, businesses, or other areas where audiences that SCAG wishes to reach are present or gathered.
- ▶ These tactics may include other types of unpaid **community partnerships** wherein SCAG works with local groups to generate input in various ways that can help it to gather representative input. This can take many forms and may include in-kind presence at a partner's event, partner organization staff assisting in distributing SCAG materials or surveys, or partner groups publicly speaking about SCAG programs, publications, funding opportunities, or comment periods.



Paid Tactics

Paid tactics involve a monetary cost, making them the most time and resource intensive category. However, these tactics can reach audiences far beyond SCAG's and its partners' existing networks, and can be an important means of gathering representative input.

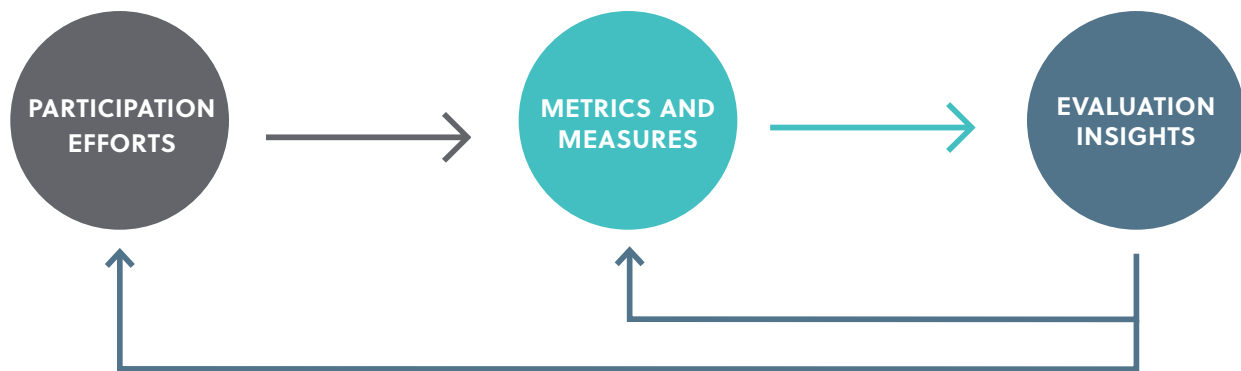
- ▶ **Advertising** placements, including in-home and out-of-home. This includes but is not limited to outdoor advertising, such as billboards and bus shelters; online advertising, such as digital programmatic, pre-roll, or paid social media; print advertising in local or trade publications; broadcast advertising on various forms of television or radio; or unique advertising placement locations, geographically targeted flyer distribution, influencer marketing, etc.
- ▶ **Event sponsorships** that often include exposure via speaking roles, tabling, or other integration in the event program. These types of placements may also include **event tabling**, which includes the purchase of a booth space at events like community festivals or farmers' markets where people gather.
- ▶ **Direct mail** allows SCAG to send printed information directly to audiences in a specific geographical area or target individuals with certain interests via purchased mailing lists.
- ▶ Similarly, SCAG may pursue paid **text campaigns** or **telephone town halls** in instances where these activities align with engagement objectives and provide reach to desired audiences.
- ▶ **Research methods**, such as paid survey participation and panels, focus groups, and research interviews can allow SCAG to generate representative input at a smaller scale with representative samples and to access population groups that may be otherwise difficult to identify and reach.
- ▶ **Community partnerships** can also function in a paid arrangement wherein SCAG enters into an agreement with another group to help it gather representative input for an agreed upon amount of funding. Similar to unpaid partnerships, these can take many forms, examples of which may include partner organization staff assisting in distributing SCAG materials or surveys to their existing audiences, assisting SCAG in fielding input and comment periods, or partner groups publicly speaking about SCAG programs, publications, funding opportunities, or comment periods.

Evaluation and Iteration

SCAG is committed to continuous improvement in its engagement practices and regularly measures the effectiveness of its communication and engagement work. Quarterly internal reporting measures the following key metrics and measures corresponding user data when available.

- ▶ **Audience reach**, such as email opens, website or video views, or ad impressions to gauge overall visibility.
- ▶ **Engagement**, such as clicks, resource downloads, interactions in-person and/or online, etc. to understand audience interest and interactions.
- ▶ **Attendance** at in-person meetings, webinar trainings, etc., to measure the impact of SCAG-hosted touchpoints.
- ▶ **Input received**, such as survey responses, web form entries, or email feedback that provides qualitative and quantitative insights into audiences' preferences and priorities. Measuring the amount of input received also provides insight on the effectiveness of the participation tactics used to generate it.

Evaluation findings are synthesized to identify trends, highlight opportunities, and elevate successful strategies. These insights are used to refine future participation efforts in regional planning cycles to ensure that each round of engagement is effective and aligned with audience preferences and participation standards.



Appendix – State and Federal Requirements

Federal Requirements

Federal Metropolitan Transportation Planning

The provisions of Title 23 USC Section 134 et seq. provides direct authority for Metropolitan Planning Organizations (MPOs) such as SCAG to act as a regional transportation planning organization with direct responsibility for carrying out the Regional Transportation Plan (RTP). SCAG is tasked with carrying out the transportation planning process and adopting long-range transportation plans.

Collaborating with state and public transportation operators, SCAG undertakes a performance-driven, outcome-based approach to planning for the six-county SCAG region. SCAG must prepare a transportation plan to be updated every four years, including identification of transportation facilities and factors for each mode of non-motorized transport to major roadways, transit, multimodal and intermodal facilities, and connectors that should function as an integrated system serving regional transportation functions. The scope of transportation planning process is to provide consideration of projects and strategies that will achieve the following objectives (23 U.S.C. Section 134(h)(1):

- ▶ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- ▶ Increase the safety of the transportation system for motorized and non-motorized users;
- ▶ Increase the security of the transportation system for motorized and non-motorized users;
- ▶ Increase the accessibility and mobility of people and for freight;
- ▶ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ▶ Promote efficient system management and operation;
- ▶ Emphasize the preservation of the existing transportation system;
- ▶ Improve the resiliency of and reliability of the transportation system, and reduce stormwater impacts of surface transportation; and
- ▶ Enhance travel and tourism.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

On August 10, 2005, President George W. Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, at the time the largest surface transportation investment in the United States. The goals of SAFETEA-LU were to improve safety, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity, protect the environment, and lay the groundwork for addressing future challenges.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy—it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

Fixing America's Surface Transportation (FAST) Act

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), enacted in 2015, builds on the changes to federal transportation planning law made by MAP-21. It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation (FHWA 2018). The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

Under the FAST Act and its predecessors, MPOs such as SCAG must prepare long-range transportation plans and update them every four years if they are in areas designated as "nonattainment" or "maintenance" for federal air quality standards. Per federal requirements, long-range transportation plans must:

- ▶ Be developed through an open and inclusive process, that ensures public input; seeks out and considers the needs of those traditionally underserved by existing transportation systems;
- ▶ Consults with resource agencies to ensure potential problems are discovered early in the planning process;
- ▶ Be developed for a period of not less than 20 years into the future; long-range transportation plans must reflect the most recent assumptions for population, travel, land use, congestion, employment, and economic activity;
- ▶ Have a financially constrained element, transportation revenue assumptions must be reasonable, and the long-range financial estimate must take into account construction-related inflation costs;

- ▶ Include a description of the performance measures and performance targets used in assessing the performance of the transportation system;
- ▶ Include a system performance report evaluating the condition and performance of the system with respect to performance targets adopted by the state that detail progress over time;
- ▶ Include multiple scenarios for consideration and evaluation relative to the state performance targets as well as locally developed measures;
- ▶ Conform to the applicable federal air quality plan, called the State Implementation Plan, for ozone and other pollutants for which an area is not in attainment; and
- ▶ Consider planning factors and strategies in the local context.

Infrastructure Investment and Jobs Act

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in US history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

23 C.F.R. § 450.316 Requirements

Title 23 of the Code of Federal Regulations Section 450.316 describes the specific requirements for a metropolitan planning organization’s public participation plan. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes for:

- ▶ Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan (SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the regional transportation improvement program (TIP);
- ▶ Providing timely notice and reasonable access to information about transportation issues and processes;
- ▶ Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- ▶ Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- ▶ Holding any public meetings at convenient and accessible locations and times;
- ▶ Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- ▶ Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

- ▶ Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- ▶ Coordinating with the statewide transportation planning public involvement and consultation processes; and
- ▶ Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- ▶ When significant written and oral comments are received on the draft RTP/SCS and TIP as a result of the public participation process in this section or the interagency consultation process under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- ▶ Providing a minimum 45-day public comment period for the PPP with copies of the plan provided to FHWA and FTA and posted to the internet.

When developing the RTP/SCS and TIP, the MPO should consult with agencies and officials responsible for planning activities in the area that are affected by transportation with such planning activities. In addition, the MPO shall develop the RTP/SCS and TIP with due consideration of other related planning activities in the area with the processing allowing for the design and delivery of transportation services that are provided by: (1) recipients of assistance under title 49 U.S.C. Chapter 53; (2) governmental agencies and non-profit organizations that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and (3) recipients of assistance under 23 U.S.C. 201-204.

When the Metropolitan Planning Area (MPA) includes Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the RTP/SCS and TIP. Likewise, when the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the RTP/SCS and the TIP. The MPO must also develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies. (See 23 C.F.R. § 450.316).

Title VI of the Civil Rights Act of 1964

Title VI of the Civil rights act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, national origin, or disability. Title VI serves as the legal foundation for what is today referred to as Environmental Justice. Under Title VI, the U.S. Department of Transportation (DOT) has oversight responsibility for ensuring that recipients do not use DOT funds to subsidize discrimination based on race, color, or national origin. As part of Title VI requirements, SCAG provides an annual Title VI certification and assurance. ([See separate document](#)).

Tribal Consultation Policy

SCAG adopted its [Policy for Consultation with Federally Recognized Indian Tribal Government and Federal Land Management Agencies](#) in January 2019 and is updating that document concurrent with the adoption of this PPP. This policy sets forth SCAG's procedures in consulting with Tribal Governments and federal land management agencies with the goal of maximizing opportunities for Tribal Governments and federal agencies to engage in SCAG's planning, programming and policymaking processes, especially in relation to the development of its RTP/SCS and TIP.^[1]

Americans with Disabilities Act of 1990 (ADA)

The Americans with Disabilities Act of 1990 (ADA) describes actions for non-discrimination against people with disabilities. The ADA calls for equal employment opportunities, non-discrimination on the basis of having a disability in state and local government services, including public transportation access, providing public accommodations, and telecommunications services.

Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 requires any Executive Agency (including the Department of Transportation (DOT) to ensure that qualified individuals with disabilities are not excluded from or discriminated against by any federally funded program or activity because of their disabilities. Federally funded programs and activities must be accessible and usable to qualified individuals with disabilities, including any aid, benefit, or service. DOT must take proactive steps to ensure events and programs are accessible to persons with disabilities.

Section 508 of the Rehabilitation Act of 1973

Section 508 requires access to information and communication technology (ICT) developed, procured, maintained, or used by federal agencies. Examples of ICT include "Computers and peripheral equipment; information kiosks and transaction machines; telecommunications equipment; customer premises equipment; multifunction office machines; software; applications; Web sites; videos; and electronic documents."^[2]

Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments

Executive Order 13175 was issued by President Bill Clinton on November 6, 2000, and it charges all executive departments and agencies (agencies) with engaging in regular, meaningful, and robust consultation with Tribal officials in the development of Federal policies that have Tribal implications. Executive Order 13175 also sets forth fundamental principles and policymaking criteria.

The Presidential Memorandum of January 26, 2021 (Tribal Consultation and Strengthening Nation-to-Nation Relationships) issued by President Joe Biden, requires agencies to submit detailed plans of action to implement the policies and directives of Executive Order 13175. In response, all agencies subject to Executive Order 13175 submitted plans of action, including over 50 agencies that submitted a consultation plan of action for the first time. Agencies also conducted more than 90 national-level Tribal consultations, focusing specifically on agency Tribal consultation policies. Subsequently, on November 30, 2022, President Biden issued a Memorandum on Uniform Standards for Tribal Consultation.

State Requirements

SB 375

SB 375 (Chapter 728, Sustainable Communities and Climate Protection Act of 2008), adopted in 2008, is a first-of-its-kind law to recognize the critical role of integrated land use planning, housing planning, and regional transportation planning to meet the state's climate goals. By coordinating these efforts, the Legislature envisioned that vehicle congestion and travel can be reduced resulting in a corresponding reduction in emissions. SB 375 directed CARB to set regional targets to reduce GHG emissions for each of the state MPOs on a per capita basis. SB 375 requires that each MPO prepare a Sustainable Communities Strategy (SCS) that will reduce GHG emissions to achieve these regional targets.

SB 375 has three major components:

- ▶ Using the regional transportation planning process to achieve reductions in GHG emissions consistent with AB 32's goals.
- ▶ Offering California Environmental Quality Act (CEQA) incentives to encourage projects that are consistent with a regional plan that achieves emissions reductions.
- ▶ Coordinating the Regional Housing Needs Assessment (RHNA) process with the regional transportation planning process while maintaining local authority over land use decisions.

An SCS is a required component of the RTP. The SCS is a land use pattern for the region which, in combination with transportation policies and programs, strives to reduce emissions and helps meet CARB's targets for the region. An alternative planning strategy (APS) must be prepared if the SCS is unable to reduce emissions and achieve the emissions reduction targets established by CARB. The APS to the SCS shows how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

SB 375 expressly provides that the SCS does not regulate the use of land and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS. CARB updated GHG emission reduction targets on March 22, 2018; CARB set reduction targets for the SCAG region at 8 percent for 2020 and 19 percent for 2035 in GHG per capita emissions from light-duty passenger vehicles as compared to 2005. This was an update to the previous 2035 GHG per capita emissions reduction target of 13 percent.

In accordance with SB 375, CARB is required to update the regional GHG emissions reduction targets every eight years for each of the State MPOs with each MPO's timeframe for updating its RTP under federal law until 2050. The next SB 375 targets for MPOs will likely consider the 2022 Scoping Plan adopted by CARB. Pursuant to SB 375, CARB must exchange technical information with the Department of Transportation, MPOs, local governments, and affected air districts and engage in a consultative process with public and private stakeholders prior to updating these targets.

AB 52

AB 52 was approved by Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015, pursuant to the California Environmental Quality Act (CEQA). The primary intent of AB 52 was to include California Native American tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources.

On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

California Environmental Quality Act

Enacted in 1970, CEQA requires public agencies and local governments to evaluate and disclose the environmental impacts of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible. The CEQA review process is intended to: (1) inform government decisionmakers and the public about the potential environmental effects of proposed activities; (2) identify the ways that environmental damage can be avoided or significantly reduced; (3) prevent significant, avoidable environmental damage by requiring changes in projects, either by the adoption of alternatives or imposition of mitigation measures; and (4) disclose to the public why a project was approved if that project has significant environmental impacts that cannot be mitigated to a less than significant level. As such, CEQA requires robust public participation and consultation among lead and responsible agencies.

Ralph M. Brown Act

The Brown Act is California's open meeting law for public agencies. The Brown Act ensures that members of the public remain informed on the views, discussions, and actions of a local agency and allows members of the public to openly comment on agenda and non-agenda items during public meetings.

Regional Transportation Plan Development Guidelines

The 2024 Regional Transportation Plan Guidelines provides that the development of the Public Participation Plan (PPP) and the RTP/SCS “shall include consultation and coordination with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes (Title 23 CFR Part 450.316).” In summary, the consultation process shall:

1. Provide adequate public notice and the opportunity to comment on proposed RTPs and public participation plans;
2. Employ visualization techniques to describe the RTP;
3. Make the RTP electronically accessible, such as placing it on the Internet;
4. Hold public hearings at convenient and accessible locations and times;
5. Demonstrate explicit consideration and response to public input on the RTP (documentation);
6. Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income households and people of color;
7. Provide additional opportunities to comment on the RTP and the FTIP, if the final version differs significantly due to additional comments;
8. Coordinate with the state transportation planning and public involvement processes; and,
9. Periodically review intended RTP outcomes, products, and/or services.^[3]

SCAG’s Federal Transportation Improvement Program Guidelines

SCAG’s Final 2027 Federal Transportation Improvement Program (FTIP) Guidelines (adopted in November 2025) also set forth public participation requirements. The following is a summary of the different types of amendments identified by SCAG and FHWA for the FTIP and the public participation requirements for each amendment type.

Category 1. Administrative Modification

An administrative modification as defined under MAP 21, includes minor changes to project cost, schedule, scope, or funding sources. Please see the Procedures for Federal Statewide Transportation Program (FSTIP) Administrative Modifications in Section 1 of this chapter for a complete definition of administrative modifications.^[4]

Category 2. Formal Amendment – Changes that do not impact the existing conformity determination

This category of formal amendments may include project cost changes that are greater than 50 percent of the total project cost or project phase, or \$20 million programmed in the quadrennial, whichever is higher. This amendment may also include adding or deleting projects that are exempt from regional emission analyses.

Category 3. Formal Amendment – Relying on the Existing Conformity Determination

This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

Category 4. Formal Amendment – New Conformity Determination

This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis nor part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope, or schedule of an existing project. SCAG in consultation, coordination and collaboration with its stakeholders, partners, and interested parties have agreed that the above amendments will be circulated as prescribed in the following table:

PUBLIC HEARING - PUBLIC REVIEW AND COMMENT PERIOD REQUIREMENT		
AMENDMENT CATEGORY	PUBLIC HEARING REQUIREMENT	PUBLIC REVIEW PERIOD NUMBER OF DAYS
Category 1. Administrative Modification	N/A	N/A
Category 2. Formal - Changes that do not impact the existing conformity determination	No	10
Category 3. Formal - Relying on existing conformity determination	No	10
Category 4. Formal - Requires a new conformity determination	Yes	30

Caltrans MOU

SCAG entered into a memorandum of understanding (MOU) for Comprehensive Federal and State Transportation Planning and Programming on or about July 7, 2017 (note that the parties are currently negotiating an updated MOU). The MOU requires that in accordance with 23 C.F.R. 450.212 and 23 C.F.R. 450.316(b), the MPO planning process shall be conducted in an open manner so members of the public, civic groups, interest groups, businesses and industries, and other agencies can fully participate. Public participation procedures shall be documented, periodically revised, and their effectiveness regularly evaluated. MPO shall take appropriate actions to ensure public participation through such formal means as:

- (a) posting of public hearing agendas,
- (b) appointment of eligible citizen members, where appropriate and allowed, to serve as committee members,
- (c) innovative and creative outreach efforts targeting particularly the traditionally underserved public (e.g., minorities, senior citizens, low income citizens, and Native Americans), and
- (d) creation of standing advisory committees. These committees not composed entirely of citizen members shall post public hearing agencies in accordance with the Brown Act ... when applicable, and all committees shall operate according to their adopted bylaws.

References

^[1] See <https://scag.ca.gov/sites/default/files/old/file-attachments/consultationpolicy-tribalgovts-flmas.pdf>.

^[2] See 36 CFR Part 1194, Appendix A, E103.4; see also <https://www.access-board.gov/ict/>.

^[3] See 2024 RTP Guidelines at p. 68.

^[4] See SCAG's Final 2027 FTIP Guidelines at p.156
https://scag.ca.gov/sites/default/files/2025-10/25-412-FTIP-0204-Final-2027-FTIP-Guidelines-Final_0.pdf



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Appendix E

LANGUAGE ASSISTANCE PLAN

SCAG's Language Assistance Plan for Limited English Proficient (LEP) Populations

SCAG is the largest metropolitan planning organization in the nation, representing six counties—Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura—and 191 cities. The SCAG region covers 38,000 square miles and includes a population of nearly 19 million people, just under half of the total state population.

As a recipient of federal funds, SCAG follows federal guidance concerning recipients' responsibilities to limited English proficient (LEP) persons. Individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are recognized as LEP. SCAG's Language Assistance Plan for LEP populations is intended to guide the agency in the provision of meaningful access to its services, programs and activities by LEP persons. The plan considers the languages that are spoken in the region, which documents will be translated by the agency, special outreach methods, accommodations for oral language assistance, staff training and how SCAG will evaluate and improve its services to LEP persons.

In developing transportation plans, SCAG has employed numerous approaches to engage and seek input from traditionally underserved populations. This plan informs tactics outlined in SCAG's Public Participation Plan to engage the public in regional planning efforts. A full copy of the Public Participation Plan is included herein as **Appendix D** and can be found on SCAG's website at: <https://scag.ca.gov/community-participation-public-participation-plan>

Four-Factor Analysis of Language Assistance Measures

SCAG is required to ensure meaningful access to the benefits, services, and information regarding our programs and activities to individuals who are limited English proficient. SCAG has consulted the U.S. Department of Transportation's LEP Guidance and performed a four-factor analysis of LEP populations in the region and the agency's level of interaction to determine the appropriate mix of services to offer. The four factors consider the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the SCAG's programs.
2. The frequency with which LEP persons come in contact with SCAG's programs, activities or services.
3. The nature and importance of the program, activity or service provided by SCAG to people's lives.
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

LEP Populations in the Region

To identify LEP populations in the region, SCAG looked to latest the U.S. Census Bureau's American Community Survey (ACS)¹ using the criteria, "Language Spoken at Home, by Ability to Speak English, for Populations 5 Years and Older." In reviewing the ACS data, SCAG has made the assumption that any individual who indicated they do not speak English "very well" would be classified as LEP. Out of a total population of 17,722,747 persons (ages 5 years and older) in the SCAG region, approximately 19.5%, or 3,641,410 persons, were identified as LEP.

Spanish-speakers constituted the largest LEP group: 2,456,217 persons, or 13.1% of individuals in the SCAG region indicated that they did not speak English very well. Other large LEP populations in the region include Chinese, Vietnamese, and Korean speakers. The following table provides additional information, including LEP populations that meet the DOJ's safe harbor threshold of 1,000 persons of the total LEP population eligible to be served.

Overall, the region's LEP population has been gradually decreasing since 2000, when the decennial Census indicated that 3,752,830 persons, or 24.6% of the total population ages 5 years and older who did not speak English very well. The share of LEP individuals decreased to 22% over the 2011-2015 period and has remained under 20% since 2021.

¹ Note: The 2024 1-year ACS data (Table B16001) is used with the exception of Imperial and Ventura counties. For Imperial County, data on LEP is unavailable for 1-year ACS and 5-year ACS estimates after 2015. The shares of English speaking only and Spanish speaking people from the 2011-2015 ACS 5-year estimates were included in this analysis. The rest of the language categories for Imperial County accounted for 1.7% in the 2011-2015 ACS 5-year sample and were not included in this analysis due to change in the surveyed categories. For Ventura County, LEP estimates come from the 2022 1-year ACS, which is the latest data available at the time of the analysis.

LEP Populations in the SCAG Region

LANGUAGE	TOTAL LEP PERSONS	% OF SCAG REGION LEP POPULATION	% OF TOTAL SCAG POPULATION
Spanish	2,456,217	67.45%	13.14%
Chinese (Incl. Mandarin, Cantonese)	321,576	8.83%	1.72%
Vietnamese	182,556	5.01%	0.98%
Korean	140,922	3.87%	0.75%
Tagalog (Incl. Filipino)	114,465	3.14%	0.61%
Armenian	92,673	2.54%	0.50%
Persian (Incl. Farsi, Dari)	49,360	1.36%	0.26%
Arabic	39,718	1.09%	0.21%
Russian	33,080	0.91%	0.18%
Japanese	26,294	0.72%	0.14%
Thai, Lao, Or Other Tai-Kadai Languages	19,660	0.54%	0.11%
Khmer	18,070	0.50%	0.10%
Ilocano, Samoan, Hawaiian, Or Other Austronesian Languages	16,722	0.46%	0.09%
Hindi	11,091	0.30%	0.06%
Other And Unspecified Languages	11,479	0.32%	0.06%
Other Languages Of Asia	9,870	0.27%	0.05%
Other Indo-European Languages	6,555	0.18%	0.04%
French (Incl. Cajun)	7,632	0.21%	0.04%
Bengali	7,931	0.22%	0.04%
Urdu	8,222	0.23%	0.04%
Amharic, Somali, Or Other Afro-Asiatic Languages	6,917	0.19%	0.04%
Nepali, Marathi, Or Other Indic Languages	6,697	0.18%	0.04%
Ukrainian Or Other Slavic Languages	6,846	0.19%	0.04%
Portuguese	5,933	0.16%	0.03%
Punjabi	6,163	0.17%	0.03%
Gujarati	6,215	0.17%	0.03%

LANGUAGE	TOTAL LEP PERSONS	% OF SCAG REGION LEP POPULATION	% OF TOTAL SCAG POPULATION
Yoruba, Twi, Igbo, Or Other Languages Of Western Africa	3,803	0.10%	0.02%
Hebrew	3,261	0.09%	0.02%
German	3,009	0.08%	0.02%
Italian	3,159	0.09%	0.02%
Polish	2,822	0.08%	0.02%
Serbo-Croatian	1,812	0.05%	0.01%
Swahili Or Other Languages Of Central, Eastern, And Southern Africa	1,510	0.04%	0.01%
Telugu	1,135	0.03%	0.01%
Greek	1,913	0.05%	0.01%
Malayalam, Kannada, Or Other Dravidian Languages	1,814	0.05%	0.01%
Tamil	1,730	0.05%	0.01%
Hmong	871	0.02%	0.00%
Haitian	638	0.02%	0.00%
Yiddish, Pennsylvania Dutch Or Other West Germanic Languages	528	0.01%	0.00%
Other Native Languages Of North America	407	0.01%	0.00%
Navajo	134	0.00%	0.00%
Total	3,641,410	100%	19.5%

Frequency of Interaction

In the past, SCAG's LEP Program focused on four major activities, which included:

- Providing interpreters available at meetings and workshops, with 72-hour advance notice for requests
- Translating selected documents into Spanish, Chinese, Korean and Vietnamese and making these documents available for download on the agency's website
- Working with specialty outreach consultants to engage with the LEP and minority communities for the development of the Regional Transportation Plan/Sustainable Communities Strategy
- Distributing notices of availability and press releases to print, radio and broadcast media serving in-language preferred communities

To better assess its LEP program, the agency continues to monitor staff's frequency of interaction with LEP communities, including when SCAG receives phone calls from non-English speakers, and when language interpretation at public meetings is requested.

SCAG has primarily relied on contracted translation and interpretation services to meet its LEP obligations. Bilingual staff may program supplemental assistance on a voluntary basis when available, particularly for routine information requests or to bridge immediate communication needs.. In instances where language assistance was required during the reporting period, bilingual staff were able to support non-English speakers and visiting delegations. However, staff language assistance is intended to complement, not replace, SCAG's contracted language service resources and is not a formal requirement of employees' positions..

In conducting outreach for past cycles of the Regional Transportation Plan/Sustainable Communities Strategy, SCAG translated several key documents and made them available on the agency website.

The Importance of SCAG's Programs to LEP Populations

As the metropolitan planning organization for the region, SCAG represents six counties, including 191 cities and nearly 19 million residents. The agency develops long-range regional transportation plans, as well as sustainable communities strategies, growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. SCAG does not implement projects, so the agency works with partners at the County Transportation Commissions and local jurisdictions to develop plans in a "bottom-up" process. The agency follows this process to provide local and county jurisdictions with a greater voice in determining their priorities.

SCAG's planning activities have the potential to impact every person in the region and SCAG seeks to provide reasonable opportunities for interested parties to comment or provide input on these activities. SCAG evaluates the planning activity at hand, whether it be a planning study or a demonstration project, and assesses the appropriate level of public engagement . SCAG's Public Participation Plan communication tactic toolbox includes strategies that can also be used to engage LEP populations.

Resources for LEP Outreach

As listed in the Language Assistance Plan portion of this document, SCAG translates vital documents, makes available interpreters or translation services at public meetings upon request, and distributes information to ethnic media. Outside of its main headquarters in downtown Los Angeles, SCAG maintains regional offices in other parts of the region, including: Imperial County, Orange County, the Inland Empire (Riverside and San Bernardino counties), and Ventura County. These offices are each staffed by a liaison who who works in the field to connect with member cities and other area agencies. They play an important role in SCAG's overall public outreach efforts by working with local agencies to identify stakeholder groups who should be engaged in regional planning.

In addition to SCAG staff resources, budget is allocated each year to contracts with outside consultants to provide translation services.

Conclusion

Given the size and diversity of the SCAG region, SCAG's frequency and type of interaction with LEP persons, and the resources available, SCAG determined that the agency prioritizes access to information and translation of vital documents in the four most frequently spoken languages in the region other than English—which are Spanish, Chinese, Korean, and Vietnamese. Provided that it has the resources to do so, SCAG will also, upon request, translate documents and provide interpretation services in other languages upon request.

SCAG's Language Assistance for LEP Populations

Based on the results of the four-factor analysis, SCAG has prepared a Language Assistance Plan, utilizing a broad range of tools to engage LEP populations and provide staff procedures for providing assistance.

Translation of Vital and Non-Vital Documents

To achieve compliance with U.S. DOT guidelines, SCAG has taken into consideration the Safe Harbor Provision of the FTA Title VI Circular (4702.1B) in developing its policy on translating documents:

"DOT has adopted DOJ's Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost."

SCAG's four-factor analysis reveals more than 30 languages that are spoken by more than 1,000 LEP persons in the SCAG six-county region. Spanish-speaking LEP persons are the largest group, representing 67.43% of the total LEP population, followed by Chinese (8.7%), Vietnamese (4.92%), Korean (4.39%), Tagalog (3.16%) and Armenian (2.36%). There is no other language that exceeds two percent of the LEP population share.

Upon review of the four-factor analysis, SCAG determined that the agency will translate documents considered "vital" into the four most frequently spoken languages other than English—Spanish, Chinese, Vietnamese and Korean. These vital documents include:

- Notices of availability
- Public hearing/meeting notices with information on free language assistance services
- Title VI complaint form
- Notice of a person's rights under Title VI

The Agency will determine, on a case-by-case basis, the effectiveness and appropriateness to translate other non-vital documents – such as long-range plans (in their entirety), executive summaries of plans or fact sheets, as well as flyers and announcements into Spanish, Chinese, Vietnamese or Korean. Where possible, SCAG will provide translated information directing to available translation resources in all languages encompassing more than 1% of the SCAG region's LEP population.

With regard to translating vital and non-vital documents into other languages, SCAG is committed to providing reasonable access to all individuals and complying with the DOT's Safe Harbor Provision. Subject to available resources, SCAG will provide translations of the agency's vital—and non-vital documents on a case-by-case basis—by request. Requests can be made by emailing contact@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

Interpreting and Oral Language Assistance

SCAG will provide language interpretation at its public meetings and workshops with, at minimum, a 72-hour advance notice. Requests can be made by emailing contact@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

SCAG relies on a contracted firm to meet most of its interpreting and translation needs. To support these projects, SCAG may enlist the help of bilingual staff for quality control purposes. These staff members are fluent in English and Spanish, Chinese, or Korean, , and are well versed in planning terminology and concepts.

SCAG's contracted translation service maintains a roster of certified and/or qualified interpreters who are utilized on an as-needed basis. Interpreters will need to assess the reading level of the audience and speak to the target

language group's vocabulary, phrases and/or dialects. Interpreters and translation services must also demonstrate proficiency in both English and the other language, as well as accurately communicate specialized terms or concepts in regional planning. Interpreters are provided meeting materials in advance to assist them in preparing for this specialized terminology and material.

Outreach and Media Engagement

When engaging the public on its long-range plans and programs, SCAG has used media outlets to spread information—and this applies to LEP populations as well. SCAG sends press releases and public meeting announcements to local ethnic media, including notices for public hearing in Chinese, Korean, Spanish, and Vietnamese language newspapers serving the region, when possible.

As outlined in the Public Participation Plan, SCAG will outreach to local organizations to engage those who are traditionally uninvolved or under-involved in the planning process, including rural and economically disadvantaged LEP populations. SCAG will provide in-language group presentations upon request towards this effort. Group in-language presentations may be requested by emailing contact@scag.ca.gov or through our online public participation form: <https://scag.ca.gov/contact-us>

Use of Bilingual Staff

All front-line SCAG staff are provided with the LEP Plan and educated on procedures and services available. To assist in identifying LEP individuals who need language assistance, SCAG will utilize the U.S. Census Bureau's "I

Speak" language identification list. The list translates "Mark this box if you read or speak [language name]" into 38 different languages and will be an effective tool at SCAG's reception desk, public meeting rooms and regional offices.

As mentioned previously, SCAG primarily relies on contracted interpretation and translation service providers to support its Limited English Proficiency (LEP) efforts. In addition, a group of bilingual staff may volunteer to provide supplemental language assistance on an ad hoc basis when available and appropriate. During regular and special board meetings, SCAG first seeks to address interpretation needs through its contracted language service resources. When immediate assistance is needed or as a supplemental measure, bilingual staff volunteers may assist with language interpretation during public comment and other meeting activities. For public hearings and workshops required by law, bilingual staff who elect to provide support are briefed on presentation content and provided access to relevant reference materials to facilitate communication. Bilingual staff participation is voluntary and is intended to complement, rather than replace, SCAG's contracted language access resources.

Finally, the bilingual staff is provided information on the following topics

- Understanding the Title VI LEP responsibilities
- What language assistance services SCAG offers
- Frequently used planning terms and their translated equivalents
- Use of LEP "I Speak Cards"
- How to access a staff interpreter
- Documentation of language assistance requests
- How to handle a complaint

Monitoring and Evaluating the Plan

Ensuring fair and equal access to information is a priority for SCAG. SCAG will institute a formal procedure to document the frequency with which LEP persons who encounter agency staff, programs, or download translated documents available on the website, in addition to the nature of the interaction (i.e. an information request, request to translate new documents, etc.).

SCAG will assess and evaluate its Language Assistance Plan as required. This will allow the agency to determine if there are sufficient resources (such as staff, technology, and funding) to meet potential needs in advance of planned public outreach activities.

Appendix F

RESOLUTION

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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REGIONAL COUNCIL OFFICERS

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Ray Marquez, Chino Hills

First Vice President
Jenny Crosswhite, Santa Paula

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Cindy Allen, Long Beach

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Community, Economic, and
Human Development
Rocky Rhodes, Simi Valley

Energy and Environment
Rick Denison, Yucca Valley

Transportation
Mike T. Judge, Ventura County
Transportation Commission

RESOLUTION NO. 26-685-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING THE SCAG 2026 TITLE VI PROGRAM**

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

WHEREAS, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), hereinafter referred to as "Title VI," prohibits recipients of Federal financial assistance from discrimination on the basis of race, color, or national origin in their programs or activities;

WHEREAS, on October 1, 2012, the Federal Transit Administration (FTA) published Circular 4702.1B to provide recipients of FTA financial assistance with guidance concerning compliance with the U.S. Department of Transportation's (DOT) Title VI regulations (49 CFR Part 21), and FTA continues to identify Circular 4702.1B as applicable Title VI guidance for FTA recipients;

WHEREAS, SCAG is subject to Title VI and is required to submit a Title VI compliance report, or "Title VI Program" to FTA every three years;

WHEREAS, SCAG has developed its 2026 Title VI Program to comply with current federal law, regulations and applicable federal requirements; and

WHEREAS, included as part of the SCAG 2026 Title VI Program is its updated Language Assistance Plan for Limited English Proficient Populations.

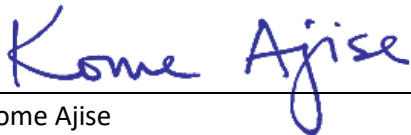
NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments that it approves the SCAG 2026 Title VI Program.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 1st day of October 2026.



Ray Marquez
President, SCAG
City of Chino Hills

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Jeffery Elder
Chief Counsel



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