



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING NO. 640

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY

Thursday, February , 2022
12:30 p.m. – 2:00 p.m.

To Watch or View Only:

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Call-in Number: 1-669-900-6833
Meeting ID: 249 187 052

***Please see next page for detailed
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PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

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

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



Instructions for Public Comments

You may submit public comments in two (2) ways:

1. **In Writing:** Submit written comments via email to: ePublicComment@scag.ca.gov by **5pm on Wednesday, February 2, 2022**. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, February 2, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: ePublicComment@scag.ca.gov.

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

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To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments): Click the following link: <http://scag.ca.gov/RCLiveStream>

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/249187052>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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RC - Regional Council *Members – February 2022*

1. **Hon. Tammy Kim**
Irvine, RC District 14
2. **Hon. Clint Lorimore**
President, Eastvale, RC District 4
3. **Hon. Jan C. Harnik**
1st Vice President, RCTC Representative
4. **Sup. Carmen Ramirez**
2nd Vice President, Ventura County
5. **Hon. Rex Richardson**
Imm. Past President, Long Beach, RC District 29
6. **Hon. Cindy Allen**
Long Beach, RC District 30
7. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
8. **Hon. Sean Ashton**
Downey, RC District 25
9. **Hon. Phil Bacerra**
Santa Ana, RC District 16
10. **Hon. Kathryn Barger**
Los Angeles County
11. **Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
12. **Hon. Ben Benoit**
Air District Representative
13. **Hon. Elizabeth Becerra**
Victorville, RC District 65
14. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
15. **Hon. Mike Bonin**
Los Angeles, RC District 58

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- 16. Hon. Drew Boyles**
El Segundo, RC District 40
- 17. Hon. Art Brown**
Buena Park, RC District 21
- 18. Hon. Lorrie Brown**
City of Ventura, RC District 47
- 19. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 20. Hon. Joe Buscaino**
Los Angeles, RC District 62
- 21. Hon. Juan Carrillo**
Palmdale, RC District 43
- 22. Hon. Gilbert Cedillo**
Los Angeles, RC District 48
- 23. Hon. Letitia Clark**
Tustin, RC District 17
- 24. Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
- 25. Hon. Kevin de León**
Los Angeles, District 61
- 26. Hon. Steve DeRuse**
La Mirada, RC District 31
- 27. Hon. Paula Devine**
Glendale, RC District 42
- 28. Hon. Diane Dixon**
Newport Beach, RC District 15
- 29. Hon. Margaret Finlay**
Duarte, RC District 35
- 30. Hon. Alex Fisch**
Culver City, RC District 41
- 31. Hon. Eric Garcetti**
Member-at-Large

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- 32. Hon. James Gazeley**
Lomita, RC District 39
- 33. Hon. Brian Goodell**
OCTA Representative
- 34. Sup. Curt Hagman**
San Bernardino County
- 35. Hon. Ray Hamada**
Bellflower, RC District 24
- 36. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 37. Hon. Mark Henderson**
Gardena, RC District 28
- 38. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 39. Hon. Peggy Huang**
TCA Representative
- 40. Hon. Mike Judge**
VCTC Representative
- 41. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 42. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 43. Hon. Paul Koretz**
Los Angeles, RC District 52
- 44. Hon. Paul Krekorian**
Los Angeles, RC District 49
- 45. Hon. John Lee**
Los Angeles, RC District 59
- 46. Hon. Patricia Lock Dawson**
Riverside, RC District 68
- 47. Hon. Steven Ly**
Rosemead, RC District 32

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- 48. Hon. Marisela Nava**
Perris, RC District 69
- 49. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 50. Hon. Jorge Marquez**
Covina, RC District 33
- 51. Hon. Ray Marquez**
Chino Hills, RC District 10
- 52. Hon. Nury Martinez**
Los Angeles, RC District 53
- 53. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 54. Hon. Larry McCallon**
Highland, RC District 7
- 55. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 56. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 57. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 58. Hon. Maria Nava-Froelich**
ICTC Representative
- 59. Hon. Frank Navarro**
Colton, RC District 6
- 60. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 61. Hon. Mitch OFarrell**
Los Angeles, RC District 60
- 62. Hon. Trevor O'Neil**
Anaheim, RC District 19
- 63. Sup. Luis Plancarte**
Imperial County

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- 64. Hon. David Pollock**
Moorpark, RC District 46
- 65. Hon. Michael Posey**
Huntington Beach, RC District 64
- 66. Hon. Curren Price**
Los Angeles, RC District 56
- 67. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 68. Hon. Nithya Raman**
Los Angeles, RC District 51
- 69. Hon. Mark Ridley-Thomas**
Los Angeles, RC District 57
- 70. Hon. Deborah Robertson**
Rialto, RC District 8
- 71. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 72. Hon. Ali Saleh**
Bell, RC District 27
- 73. Hon. Tim Sandoval**
Pomona, RC District 38
- 74. Hon. Rey Santos**
Beaumont, RC District 3
- 75. Hon. Zak Schwank**
Temecula, RC District 5
- 76. Hon. David J. Shapiro**
Calabasas, RC District 44
- 77. Hon. Marty Simonoff**
Brea, RC District 22
- 78. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 79. Sup. Hilda Solis**
Los Angeles County

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- 80. Sup. Karen Spiegel**
Riverside County

- 81. Hon. Steve Tye**
Diamond Bar, RC District 37

- 82. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

- 83. Sup. Donald Wagner**
Orange County

- 84. Hon. Alan Wapner**
SBCTA Representative

- 85. Hon. Frank A. Yokoyama**
Cerritos, RC District 23

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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, February 3, 2022
12:30 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Clint Lorimore, President)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, February 2, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Regional Council regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, February 2, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Regional Council in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

ACTION ITEM

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361
(Ruben, Duran, BB&K Board Counsel)

RECOMMENDED ACTION:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its February 2, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

2. REAP 2.0 Application for Advance Funding
(Sarah Jepson, Director of Planning)

RECOMMENDED ACTION FOR RC:

1. Approve Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting – January 6, 2022
4. Approval for Additional Stipend Payment
5. Proposed Amendments to Regional Council Policy Manual Relating to Lodging Reimbursements
6. Resolution No. 22-640-2 Authorizing Acceptance of One-Time Funds from the Los Angeles Cleantech Incubator (LACI) on behalf of the U.S. Department of Energy (DOE) Vehicle Technologies Office to Support Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles



7. Resolution No. 22-640-3 Authorizing Acceptance of One-Time Funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the Amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot
8. Regional Transportation Safety Targets 2022
9. Transmittal to South Coast Air Quality Management District of Draft 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures
10. Contract Amendment Greater Than 30% of the Contract's Original Value: Contract No. 22-018-C01, Legal Services
11. Legislative Platform Mid-Cycle Update
12. SCAG Memberships and Sponsorships

Receive and File

13. February 2022 State and Federal Legislative Update
14. Update on SCAG Region Housing Element Compliance
15. Last Mile Freight Program: Phase 1 Selected Contingency List Projects
16. Connect SoCal 2024 Preliminary Regional and County Growth Projections
17. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
18. CFO Monthly Report

PRESIDENT'S REPORT

(The Honorable Clint Lorimore, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

From: Michael Houston, Director of Legal Services/Chief Counsel
(213) 630-1467, houston@scag.ca.gov

Subject: Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC): (1) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the EAC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (2) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the EAC, RC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC): (1) ratify the prior actions of the Executive/Administration Committee taken at its February 2, 2022 meeting relating to findings made pursuant to Government Code Section 54953(e)(3); (2) make the following findings required by Government Code Section 54953(e)(3) on the basis of the staff report, which is incorporated by this reference, that (i) a proclaimed state of emergency remains active in connection with the COVID-19 public health crisis, (ii) the RC has reconsidered the circumstances of the state of emergency and (iii) state and local officials continue to impose or recommend measures to promote social distancing in relation to the COVID-19 public health crisis and, further, (3) authorize all legislative bodies of the Southern California Association of Government (SCAG), including the RC, EAC and all committees and task forces established by the RC or SCAG's Bylaws, to utilize remote teleconference meetings pursuant to and in compliance with Brown Act provisions contained in Government Code Section 54953(e).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis. Urgency legislation was enacted in October amending the Brown Act to add Government Code section 54953(e) (hereafter, "Section 54953(e)"). Section 54953(e) allows legislative bodies to conduct remote/teleconferenced meetings without posting the location of teleconferenced meeting sites or making such sites available to the public (as is required by Section 54953(b)(3)), provided that certain conditions facilitating "real time" public participation and other requirements are satisfied. SCAG's Regional Council Policy Manual permits the holding of remote and teleconferenced meetings in the manner permitted by Section 54953(e). Teleconference meetings include meetings that are held in a "hybrid" manner (that is, with both remote and "in-person" participation, and where the public is not permitted to attend in-person).

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have been meeting pursuant to Section 54953(e), subdivision (1)(A). SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) provided that certain findings are made to continue doing so. Further, to continue meeting in such manner, the meetings must be held pursuant to the requirements of subdivision (e) of Section 54953.

This staff report includes findings that the EAC and RC can make to continue meeting remotely. Action by the EAC and RC will facilitate and authorize all of SCAG's legislative bodies (the RC, EAC, Policy Committees, other committees and task forces) to continue utilizing teleconference/videoconference meetings for a thirty-day period. Further continuation of this practice would require the EAC and/or RC to reconsider the then-current circumstances and make findings accordingly.

BACKGROUND:

As has been previously reported in prior staff reports, on January 31, 2020, the United States Secretary of Health and Human Services declared a public health emergency based on the threat cause by COVID-19. The President of the United States issued a Proclamation Declaring a National State of Emergency Concerning COVID-19 beginning March 1, 2020. Thereafter, in response to COVID-19, the Governor of California issued a Proclamation of State of Emergency pursuant to Government Code Section 8625 in relation to the COVID-19 public health crisis on March 4, 2020. This proclamation has not been repealed or rescinded and a state of emergency continues to be declared in California with respect to COVID-19.

Following the March 2020 state of emergency declaration, Governor Newsom issued Executive Orders N-29-20 and N-08-21, suspending specific provisions in the Brown Act relating to teleconferencing/videoconferencing and provided flexibility to public agencies as a means of

protecting the public from transmission of the virus. These Executive Orders expired on September 30, 2021. In October, the Governor signed urgency legislation, Assembly Bill 361 (AB 361), to amend the Brown Act's teleconferencing provisions. AB 361 adds Section 54953(e).

As previously summarized, Section 54953(e) allows legislative bodies to meet virtually without posting the remote meeting locations and without providing public access at such locations (as is generally required by section 54953(b)(3)), provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees. Additionally, Section 54953(e) imposes transparency requirements to the management of remote and teleconference public meetings held under this section. Specifically, Section 54953(e) imposes two new requirements for remote public meetings:

1. Public agencies hosting teleconference meetings pursuant to Section 54953(e) in lieu of traditional in-person or teleconferenced meetings must permit direct "real time" public comment during the teleconference and must leave open the opportunity for public comment until the comment period is closed during the ordinary course of the meeting. The opportunity to make public comment must be of a sufficient duration to allow actual public participation.
2. Any action by the governing body during a public teleconference meeting held under Section 54953(e) must occur while the agency is actively and successfully broadcasting to members of the public through a call-in option or an internet-based service option. If a technical disruption within the agency's control prevents members of the public from either viewing the meeting of the public agency, or prevents members of the public from offering public comment, the agency must cease all action on the meeting agenda until the disruption ends and the broadcast is restored.

SCAG has implemented the requirements for conducting public meetings in compliance with the prior executive orders and Section 54953(e). Teleconference accessibility via call-in option or an internet-based service option (via the Zoom Webinars platform) is listed on the published agenda for each meeting of SCAG legislative bodies, and on SCAG's website. Further, SCAG provides access for public comment opportunities in real time at the time noted on the agenda. The holding of remote meetings in compliance with Section 54953(e) promotes the public interests of facilitating robust public participation on a remote platform and, further, protecting the public, SCAG's members and its employees during the winter season when congregation indoors and newly identified variants (including Omnicron) pose health risk.

Since the enactment of Section 54953(e), the EAC, SCAG's Policy Committees, its other committees and the RC have been meeting pursuant to provisions in Government Code section 54953(e)(1)(A)

because a declared state of emergency exists and County of Los Angeles Public Health Department currently imposes or recommends a variety of social distancing measures (including the recommendation to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where, as is the case here, the vaccination status of persons outside your household is unknown). The continued importance of social distancing measures is exemplified by recent gubernatorial orders related to state-wide masking indoors and LA County Health Department orders requiring use of more protective masks (i.e., not just cloth masks) by employees indoors.

SCAG's legislative bodies may continue meeting pursuant to Section 54953(e) if certain findings are periodically made and provided, further, that such meetings continue to be held pursuant to the requirements of subdivision (e) of Section 54953. The required findings include: (1) the legislative body has reconsidered the circumstances of the state of emergency and (2) that either (i) state or local officials continue to recommend measures to promote social distancing or (ii) an in-person meeting would constitute an imminent risk to the safety of attendees.

SCAG's Regional Policy Manual permits holding teleconference/videoconference meetings and permits the President to waive certain requirements in the Policy Manual where state law permits such waiver. Likewise, SCAG's Bylaws authorize the EAC to make decisions and take actions binding on SCAG if such decisions or actions are necessary prior to the next regular meeting of the Regional Council. (Art. V.C(3)(a).) Given the Regional Council's regular meeting on January 6th will occur following the meetings of the Policy meetings held earlier that day, SCAG's Bylaws authorize the EAC to make the findings contained in this staff report.

If the findings below are made by the EAC, all SCAG legislative bodies (i.e., the RC, EAC, Policy Committees and other SCAG committees and task forces) are authorized to meet pursuant to Section 54953(e) for thirty days. Further continuation beyond this period would require the EAC and/or RC to reconsider the then-current circumstances.

FINDINGS:

The recommendations in this staff report are based on the following facts and findings, made pursuant to Government Code Section 54953(e)(3), which are incorporated into the recommended action taken by the EAC and RC, as noted above:

1. The EAC and RC have reconsidered the circumstances of the state of emergency initially declared by the Governor on March 4, 2020, pursuant to section 8625 of the California Emergency Services Act, relating to the COVID-19 public health crisis and find that the declaration remains in effect. The continuation of virtual meetings will allow for full participation by members of the public, while social distancing recommendations remain in

effect, and will facilitate the purposes of such social distancing recommendations by preventing large crowds from congregating at in indoor facilities for extended periods of time. Given that the vaccination status of meeting participants (including members of the public) is not known, colder wintertime weather leads to more congregation indoors, and recent variants of concern (including Omnicron) have been identified that are being studied, it is prudent to use caution in protecting the health of the public, SCAG's employees and its membership where, as here, adequate virtual means exist to permit the meeting to occur by teleconference/videoconference with the public being afforded the ability to comment in real time.

2. The EAC and RC find that state and local officials continue to impose or recommend measures to promote social distancing. The Department of Industrial Relations' issuance of COVID-19 Prevention regulations through Title 8 of the California Code of Regulations, section 3205 *et seq.*, includes informing employees that masking and social distancing in the workplace are most effective when used in combination because particles containing the virus can travel more than six feet. Further the Los Angeles County Department of Public Health continues to recommend measures to promote social distancing, including recommendations to avoid crowded indoor spaces and to maintain six feet of social distancing, especially in cases where the vaccination status of persons outside a person's household is unknown. Because colder weather tends to increase congregating indoors, it is prudent for SCAG to do its part to provide flexibility to meet remotely where possible. The continued importance of social distancing measures is exemplified by recent gubernatorial orders related to state-wide masking indoors and LA County Health Department orders requiring use of more protective masks (i.e., not just cloth masks) by employees indoors. Finally, SCAG's primary offices and its regional offices remain closed to the public in relation to the COVID-19 emergency declaration.

CONCLUSION:

Staff recommends the actions described above be taken based on the findings contained in this staff report. Should further remote meetings pursuant to Section 54953(e) be warranted, the EAC and/or RC are required to reconsider the circumstances and make findings to continue holding meetings in this manner.

FISCAL IMPACT:

None.



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Megan Dearing, Pincipal Management Analyst
(213) 630-1522, dearing@scag.ca.gov

Subject: REAP 2.0 Application for Advance Funding

RECOMMENDED ACTION FOR EAC:

That the Regional Council approve:

1. Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

RECOMMENDED ACTION FOR JPC:

Receive and File

RECOMMENDED ACTION FOR RC:

1. Approve Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Regional Early Action Planning Grant Program for 2021 (REAP 2021) was established as a part of Assembly Bill 140 (AB 140) for the FY 21-22 budget to support transformative and innovative projects that implement a region's Sustainable Communities Strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. REAP 2021 will provide grants to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region's formula share is \$246,024,084. To support outreach, program development and development of a full program application, the State has made advance funds of up to ten percent (10%) of the total allocation (amounting to \$24,602,408) available starting in January 2022. Staff is seeking approval to apply for up to the full 10% in REAP 2021 advance funding, by requesting adoption of a Resolution authorizing the application for and acceptance of the advance funding, and authorization for SCAG to use available fund balances to commence REAP 2021 allowable pre-award activities, including hiring required program limited-term staff prior to the formal budget amendment to support REAP 2021 program development.

BACKGROUND:**REAP 2021**

REAP 2021 was established through AB 140 (July 2021) as part of the mid-year budget revise for the state's FY 21-22 budget. Approximately \$600 million is available statewide to support transformative and innovative projects that implement a region's sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. Approximately \$500 million of these funds are from Federal American Recovery Act funding and the balance is state General Fund resources. These new funds will be provided as grants to regional entities, primarily metropolitan planning organizations (MPOs) such as SCAG. The SCAG region's formula share is \$246,024,084, of which an initial allocation of 10 percent (10%) of funds are available now, pending approval of SCAG's early application. All REAP 2021 funds are to be obligated by June of 2024 and expended by June 2026, with a final closeout report due June 2026.

The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation.

At the time of this drafting, the REAP program development process is as follows:

- November 22, 2021 – HCD released the REAP 2021 Framework Paper, to solicit stakeholder feedback on their approach to program guidelines. SCAG staff provided comprehensive feedback by the due date of December 8, 2021
- January 3, 2022 – HCD released the Advance Application which allows eligible entities to seek up to 10 percent (10%) of their REAP 2021 allocations, in support of regional engagement in the development of the full application and of an education and outreach

strategy, along with other activities determined consistent with program goals and objectives in consultation with the state collaborative partners (CARB, HCD, OPR and SGC).

- Spring 2022 – HCD has stated that draft program guidelines will be released by February 2022 with full program guidelines published in Spring 2022. While applications for the remaining 90 percent (90%) of REAP 2021 funds can be submitted on a rolling basis through December 2022, the State expects robust engagement efforts to drive the proposed programming, thus it is anticipated that a full application will be submitted later in the application window.

Given the need for robust engagement and the large amount of funding that SCAG will receive, staff are seeking authority to submit an advance application that includes both outreach and program development as well as implementation of a suite of early program activities that are ongoing and part of SCAG’s Connect SoCal Implementation Strategy. Staff is waiting for guidance from the state as to whether SCAG’s early program work can be funded by the initial ten percent (10%) funding. To that end, staff is seeking authority to apply for the most robust work program and maximum funding available at this time but may need to remove some proposed programs and funding if the state determines some activities ineligible for Advance funding. Applying for less than the 10% Advance Funding will not affect the total funding available to SCAG.

The proposed programming of the ten percent (10%) funds is designed to allow for staff to move swiftly into stakeholder engagement, building on the draft REAP Program Framework shared with the SCAG Policy Committees in October 2021.

Draft REAP 2021 Program Framework

SCAG staff presented the Draft REAP 2021 Program Development Framework to all three SCAG Policy Committees in October 2021. The Draft Framework was developed based on the language in the Trailer Bill that established REAP 2021 and includes a set of core objectives that are aligned with the REAP 2021 priorities, the Connect SoCal Implementation Strategy and the EAC Strategic Work Plan. The core objectives are:

- Support transformative planning and implementation activities that realize Connect SoCal objectives
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals
- Represent best practices in vehicle miles traveled reduction
- Establish that projects are shovel ready and shovel worthy
- Demonstrate consistency with Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas

To meet these core objectives, the Draft REAP 2021 Program Framework proposes three (3) main programmatic areas: Connect SoCal Implementation Strategy Program Expansion, Housing Supportive Infrastructure Program, and County Transportation Commission Partnership Program.

Early Application

With board authorization, staff will pursue funding through the advance application to further refine the Draft REAP 2021 Program Framework and activities supported within each programmatic area. In addition, staff anticipates requesting some early implementation funds to expand successful programs that SCAG currently supports as part of the Connect SoCal Implementation Strategy. Based on this engagement and program development work—and with clearer guidance from the state on program guidelines (anticipated in February 2022), staff would return to the board by the end of the calendar year to approve the REAP 2021 Program Framework and for authorization to submit the full application to implement it. The major activities and work products to be funded in SCAG’s advance application include:

1. Outreach and Engagement

With the advance funding, staff will develop an outreach plan, conduct outreach in the first two quarters of 2022, and refine the REAP 2021 Program Development Framework based on feedback from stakeholders and SCAG’s Policy Committees. Outreach activities may include, but are not limited to, open convenings, listening sessions, focus groups, webinars, public opinion surveys and engagement with SCAG Policy Committees. The requested resources will cover staff time, administrative costs and consultant efforts to complete this work. In addition, resources will be requested to enable partner agencies to more fully support outreach efforts. This could include funding for staff time or fellowship program support for County Transportation Commission (CTC) and Subregional Council of Government (COG) partners to support outreach activities, if approved by the State.

2. Early Studies/Partnerships in Support of Program Development

Staff is exploring and anticipates pursuing resources for early studies/program development outreach activities to shape the Housing Supportive Infrastructure Program and the County Transportation Commission Partnership Program and support later stage REAP 2021 work. This would include requesting resources for planning and program development studies as well as the acquisition of big data services to support program design and evaluation. The planning and program development studies would align with policy priorities identified in Connect SoCal and the core objectives in the Draft REAP 2021 Program Development Framework, and could include, for example: a set of studies with policy and programmatic recommendations for preservation of affordable units,, program design work to facilitate execution of SCAG’s Mobility Wallet Pilot Programs, an initial process framework for implementing SCAG’s Transportation Demand Management (TDM) Strategic Plan, program design and analysis to support 743 Implementation,

VMT-Reduction Project Acceleration Analysis, and the initial acquisition of big data services to support REAP 2021 program performance measurement efforts and related assessments.

3. Expansion of Existing Programs in Connect SoCal Implementation Strategy

With advance funding, SCAG will also request approval to expand Connect SoCal implementation strategies that were developed through an extensive local engagement process to align land-use and transportation policies and investments, and are coordinated with air quality, housing and other planning efforts to achieve multiple goals and meet state requirements. These strategies address the REAP 2021 goals of housing production and preservation, affirmatively furthering fair housing (AFFH), promoting infill development, and fostering accessibility and mobility while reducing VMT. The activities proposed for Advance Funding include:

- a. **Sustainable Communities Program Call 4: Call for Equity, Civic Engagement and Environmental Justice** – SCAG will seek to leverage this SCP Call to fund transformative Planning Activities in the region that further housing, equity, and VMT reduction Goals and to continue our work to engage more deeply at the grassroots level on implementation of the SCS. This program is an early action in the RC adopted Racial Equity Early Action Plan.
- b. **General Plan Update Technical Support, SCS & REAP Performance Monitoring through Regional Data Platform (RDP)** - Advance funding through REAP 2021 will allow SCAG to expand RDP outreach and trainings in partnership with Councils of Governments and other organizations to increase the uptake and use of RDP across the region, while also developing new modules and functionalities focused on performance monitoring and enhanced community engagement in local planning. SCAG will develop a regional SCS performance planning and monitoring application to track local progress on regional goals. This **Regional Performance Monitoring Dashboard** will provide immediate benefit by facilitating the strategic investment and monitoring of REAP funds.
- c. **Go Human: Active Transportation & Safety Planning & Community Engagement expansion** - A proposed expansion of Go Human aims to leverage the program’s current strengths of supporting equity, tactical on-the-ground projects, inclusive & participatory engagement, community-based partnerships, and creative strategies to support broader local planning and community engagement strategies. The expansion of Go Human will develop a suite of resources for local planning partners to access, with the main goal of supporting local jurisdictions and partners to build the capacity for more meaningful and inclusive engagement.
- d. **Community Fellows Program** - SCAG will develop a multi-year program focused on building local planning and outreach capacity in low-resourced jurisdictions by placing “planning fellows” with partner agencies to support the development of plans and programs at the intersection of quality affordable housing, access to high-opportunity communities and public health. Staff would explore the best way to deploy these fellows including through providing grant funds to non-profit organization, like Partners for Better Health and the



Local Government Commission, that currently operate successful planning fellowship programs.

A resolution authorizing the application for initial funding by the Regional Council is required prior to submitting an application. Pending recommendation from the EAC and approval from the Regional Council, SCAG staff will submit an application for the full 10 percent (10%) in advance of REAP 2021 funding in order to accelerate the program development and early initiatives described above. A draft resolution for advance funding is attached to this staff report.

Authorization to Hire REAP 2021-funded staff

Staff have developed an initial staffing plan for REAP 2021 based on the work activities above, which includes new, limited-term staff which will be key in implementing the REAP 2021 program. The initial staff proposed are:

Department Manager
Senior Regional Planner (x2)
Retired Annuitant (x2)
Program Manager II
Management Analyst
Associate Regional Planner (x3)
Community Engagement Specialist

Staff's desires to hire and extend offers of employment to those selected through the hiring process for the above positions upon receipt of an award letter from the State for the advance funding requested. In this regard, as included in the recommended action, SCAG will use available fund balances to commence the REAP 2021 allowable pre-award activities, hiring required program limited-term staff, in advance of a formal budget amendment. The positions listed above may be subject to change as the program develops.

NEXT STEPS

If approved by the Regional Council, staff will submit the advance application and work on the comprehensive outreach and engagement strategies, as well as preparation for those early program activities deemed eligible for the advance funding. Staff will report back to the appropriate Policy Committees, EAC and the Regional Council with the outreach plan and final outcome of the early application process, along with a proposed regular reporting schedule once the full REAP 2021 program guidelines are available.

FISCAL IMPACT:

If approved by the Regional Council, SCAG will use available fund balances to commence REAP 2021 allocable pre-award activities and the funding for advance application activities will be included and



reconciled in a future amendment of the FY 2021-22 Overall Work Program (OWP) upon receipt of an award letter from the State for the advance funding.

ATTACHMENT(S):

1. Resolution No. 22-640-1 REAP 2.0 10 Percent Advance Required
2. PowerPoint Presentation - REAP 2021 Early Application 2spp



RESOLUTION NO. 22-640-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING REGIONAL EARLY ACTION PLANNING GRANTS OF 2021 (REAP 2.0) RESOLUTION FOR ADVANCE ALLOCATION REQUEST

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

REGIONAL COUNCIL OFFICERS

- President Clint Lorimore, Eastvale
First Vice President Jan C. Harnik, Riverside County Transportation Commission
Second Vice President Carmen Ramirez, County of Ventura
Immediate Past President Rex Richardson, Long Beach

COMMITTEE CHAIRS

- Executive/Administration Clint Lorimore, Eastvale
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Sean Ashton, Downey

A NECESSARY QUORUM AND MAJORITY OF THE REGIONAL COUNCIL OF SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ("APPLICANT") HEREBY CONSENTS TO, ADOPTS AND RATIFIES THE FOLLOWING RESOLUTION:

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;

WHEREAS, the State of California (the "State"), Department of Housing and Community Development ("Department") is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government ("Applicant") listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10.

WHEREAS, the Department issued a Notice and Request for Advance Allocation on January 3, 2022 for REAP 2.0 grants available to Metropolitan Planning Organizations and Councils of Government;

WHEREAS, Applicant is a Metropolitan Planning Organization or Council of Government eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code Section 50515.08(c)(3) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1) including, but not limited to, regional engagement in the development of the full application and of an education and outreach strategy; and

WHEREAS, the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and REAP 2.0 Grant Recipients.

NOW, THEREFORE, BE IT RESOLVED, SCAG is hereby authorized and directed to request an advance allocation not to exceed \$24,602,408 (up to 10% of the amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)).

Attachment: Resolution No. 22-640-1 REAP 2.0 10 Percent Advance Required (REAP 2.0 Application for Advance Funding)

BE IT FURTHER RESOLVED THAT the Executive Director or his designee is authorized to execute the Advance Allocation Request, on behalf of SCAG as required by the Department for receipt of REAP 2.0 funds.

BE IT FURTHER RESOLVED THAT when SCAG receives an advance allocation of REAP 2.0 funds in the authorized amount of \$24,602,408 from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant and the Department.

BE IT FURTHER RESOLVED THAT the Executive Director or his designee is authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$24,602,408, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Advance Allocation, SCAG's obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of February, 2022.

Clint Lorimore
President, SCAG
Mayor, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

Regional Early Action Program REAP 2021 REAP 2021 Application for Advance Funding

Sarah Jepson, Director of Planning

February 3, 2022

www.scag.ca.gov



Regional Early Action Planning Grant 2021 (REAP 2021)

AB140 – FY21–22 state budget (May revise)

- ~ **\$600 million** statewide
- ~ **\$500 million** from Federal American Recovery

Objectives

- Implement regional **Sustainable Communities Strategy (SCS)**
- More **housing and transportation** options / reduce reliance on cars

SCAG Region

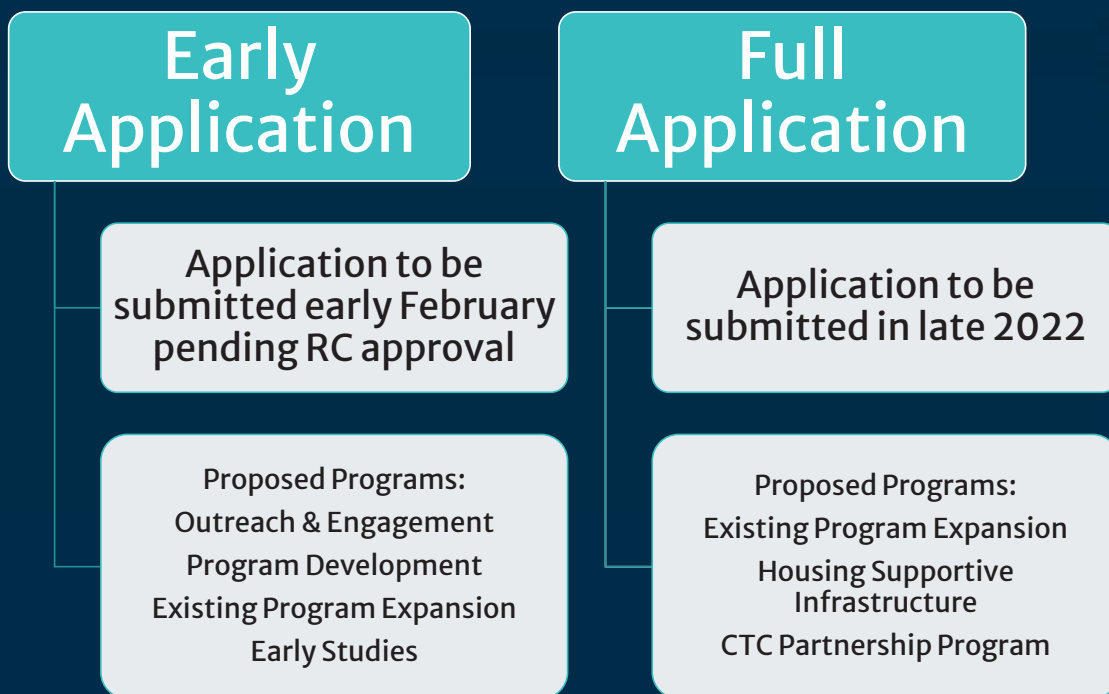
- ~ **\$246 million** SCAG region's formula share,
- 10 % of funds available January 1, 2022.
- All funds obligated June of 2024 / **expended by June 2026**
- Final closeout June 2026.

Draft Program Development Framework Core Objectives

Core Objectives

- Support **transformative planning** that realize Connect SoCal
- Leverage and augment activities that can be **implemented quickly** and in line with community-driven, **pandemic recovery priorities**
- Build regional capacity to **deliver 6th cycle RHNA** goals
- Represent best practices in **VMT reduction**
- Establish that projects are **shovel ready & shovel worthy**
- Demonstrate consistency with **Equity Early Action Plan**
- Promote infill in **Connect SoCal Priority Growth Areas**

REAP 2021 Draft Framework



Advance Application Programs

Outreach & Engagement



- CTC and Subregional COG Engagement
- Open Convenings
- Listening Sessions
- Focus Groups
- Public Opinion Surveys
- SCAG Policy Committee Engagement

Expansion of Existing Programs



- SCP Call 4
- Staff Time/Program Development
- RDP Expansion
- General Plan Update Support
- SCS/REAP Performance Monitoring
- Go Human
- Community Fellows
- Early Program Expansion pending approval by State Agencies

Early Studies/Partnerships



- Support Program Development
- Preservation of Expiring Covenants and NOAH
- Mobility Wallet Pilots
- Curbside Mgt Study—SCP Call 3
- TDM Strategic Plan
- Big Data Services
- 743 Implementation Support
- VMT Reduction
- Regional Advanced Mitigation Program (RAMP)
- Early Studies/Partnerships pending approval by State Agencies

Thank You.



Southern California Association of Governments
Remote Participation Only
February 3, 2022

**NO. 639
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JANUARY 6, 2022**

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its regular meeting virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present

Hon. Clint Lorimore, President	<i>Eastvale</i>	District 4
Hon. Jan Harnik, 1st Vice President		RCTC
Sup. Carmen Ramirez, 2nd Vice President		Ventura County
Supervisor Kathryn Barger		Los Angeles County
Supervisor Don Wagner		Orange County
Supervisor Karen Spiegel		Riverside County
Supervisor Curt Hagman		San Bernardino County
Hon. Maria Nava-Froelich		ICTC
Hon. Alan Wapner		SBCTA
Hon. Peggy Huang		TCA
Hon. Mike T. Judge		VCTC
Hon. Ben Benoit		Air District Representative
Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Rey Santos	<i>Beaumont</i>	District 3
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Deborah Robertson	<i>Rialto</i>	District 8



Hon. Ray Marquez	<i>Chino Hills</i>	District 10
<u>Members Present – continued</u>		
Hon. Randall Putz	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Diane Dixon	<i>Newport Beach</i>	District 15
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Trevor O’Neil	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Jorge Marquez	<i>Covina</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Alex Fisch	<i>Culver City</i>	District 41
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69



Hon. Andrew Masiel, Sr.
Hon. Eric Garcetti

Pechanga Dev. Corp.
Los Angeles

Tribal Gov't Reg'l Planning Brd.
Member-at-Large

Members Not Present

Supervisor Luis Plancarte

Supervisor Hilda Solis

Hon. L. Dennis Michael

Hon. Michael Carroll

Hon. Kim Nguyen

Hon. José Luis Solache

Hon. Rex Richardson, Imm. Past President

Hon. Steven Ly

Hon. Adele Andrade-Stadler

Hon. Jonathan Curtis

Hon. Lorrie Brown

Hon. Gilbert Cedillo

Hon. Paul Krekorian

Hon. Bob Blumenfield

Hon. Nury Martinez

Hon. Monica Rodriguez

Hon. Marqueece Harris-Dawson

Hon. Curren D. Price, Jr.

Hon. Mark Ridley-Thomas

Hon. Mike Bonin

Hon. John Lee

Hon. Mitch O'Farrell

Hon. Kevin de León

Hon. Joe Buscaino

Hon. Megan Beaman Jacinto

Members Not Present

Rancho Cucamonga

Irvine

Garden Grove

Lynwood

Long Beach

Rosemead

Alhambra

La Cañada Flintridge

Ventura

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Los Angeles

Coachella

Members Not Present

Imperial County

Los Angeles County

District 9

District 14

District 18

District 26

District 29

District 32

District 34

District 36

District 47

District 48

District 49/Public Transit Rep.

District 50

District 53

District 54

District 55

District 56

District 57

District 58

District 59

District 60

District 61

District 62

District 66

Staff Present

Kome Ajise, Executive Director

Darin Chidsey, Chief Operating Officer

Debbie Dillon, Chief Strategy Officer

Cindy Giraldo, Chief Financial Officer

Sarah Jepson, Director of Planning

Carmen Fujimori, Human Resources Director

Javiera Cartagena, Director of Government and Public Affairs

Julie Shroyer, Chief Information Officer



Michael Houston, Chief Counsel, Director of Legal Services
Jeffery Elder, Deputy Legal Counsel
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Lorimore called the meeting to order at 12:31 p.m. and asked Regional Councilmember Jorge Marquez, Covina, District 33, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Lorimore opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda.

He reminded the public to submit comments via email to ePublicComment@scag.ca.gov. Board Counsel Ruben Duran acknowledged there were no written public comments received by email before or after the deadline for items not listed on the agenda.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

Regional Councilmember Larry McCallon, Highland, District 7, made a motion to approve Item numbers 1, 3 and the Consent Calendar. Regional Councilmember Frank Navarro, Colton, District 6, seconded the motion.

Regional Councilmember Hagman, San Bernardino County, indicated he wanted to pull Item No. 9 for discussion. President Lorimore asked if his comments could be addressed before voting on the items. Regional Councilmember Hagman requested that future items regarding policy change be brought to the Regional Council for consideration and discussion and not just placed on the Consent Calendar.

President Lorimore opened the Public Comment Period for Item numbers 1, 3 and the Consent Calendar.

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

The vote of Items 1, 3 and the Consent Calendar is reflected below.

ACTION ITEM

1. Findings to Continue Holding Virtual Regional Council and Committee Meetings Under AB 361
3. SCAG-Sponsored Legislation

CONSENT CALENDAR

4. Minutes of the Meeting – November 4, 2021
5. Resolution No. 22-639-1 Authorizing Acceptance of One-Time Funds from Electric Power Research Institute (EPRI) on Behalf of the California Energy Commission (CEC) in the Amount of \$600,048 to Support SCAG’s Study of Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks
6. Resolution No. 22-639-2 Authorizing Acceptance of One-Time Funds from the California Emerging Technology Fund to Support SCAG’s Broadband Program
7. Contracts \$200,000 or Greater: Contract No. 21-020-C01 Go Human Safety Strategies
8. Contract Amendment Greater Than 30% of the Contract’s Original Value and \$75,000 or Greater: Contract No. 22-005-C01, Gartner IT Leaders
9. Inclusion of Project Budget in Requests for Proposals
10. SCAG Memberships and Sponsorships

Receive and File

11. Transmittal to South Coast Air Quality Management District of Draft 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measure
12. Regional Early Action Plan (REAP) Bi-Annual Status Report
13. 2021 Student Showcase

14. Executive/Administration Committee Strategic Work Plan Progress Report Quarter Ending December 31, 2021

15. January 2022 State and Federal Legislative Update

16. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999

17. CFO Monthly Report

A MOTION was made (McCallon) to approve Item numbers 1, 3 and the Consent Calendar. Motion was SECONDED (Navarro). The motion passed by the following roll call votes:

AYES: ASHTON, BACERRA, BARGER, BECERRA, BOYLES, A. BROWN, BUCKNUM, CARRILLO, CLARK, DE RUSE, DEVINE, DIXON, FINLAY, FISCH, GARCETTI, GAZELY, HAGMAN, HAMADA, HARNIK, HENDERSON, HERNANDEZ, HUANG, JUDGE, KALMICK, KELLY, KORETZ, LOCK DAWSON, LORIMORE, J. MARQUEZ, R. MARQUEZ, MCCALLON, MCLEAN, MINAGAR, NAVA, NAVA-FROELICH, NAVARRO, O'NEIL, PLANCARTE, POLLOCK, POSEY, PUTZ, RAMEN, RAMIREZ, ROBERTSON, SANDOVAL, SANTOS, SCHWANK, SHAPIRO, SIMONOFF, SPIEGEL, TYE, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (55)

The Clerk received a message from Regional Councilmember Steve Manos, Lake Elsinore, District 63, indicating he was not able to unmute in time to cast his vote in support of Item numbers 1, 3 and the Consent Calendar. His vote is not reflected in the count.

NOES: NONE (0)

ABSTAIN: NONE (0)

2. Community Planning Voter Initiative

President Lorimore opened the Public Comment Period.

The Clerk announced that they had received 550 comments before the 5pm deadline and after the 5pm deadline had received an additional 24 comments which would be posted on the website and transmitted to the members.

President Lorimore noted that in the interest of time and because they wanted to hear from everybody, he would be limiting comments to 90 seconds per public speaker.

Mahdi Manji, Inner City Law Center, expressed opposition of the Community Planning Voter Initiative and urged the Regional Council to take a no position.

Mike Johnson, Ventura City Councilmember, expressed that the proposed amendment to the state constitution would have profound intended and unintended consequences and would be dire for Ventura because they were trying to do the right thing on housing.

Iyer Avinash expressed opposition of the Community Planning Voter Initiative and urged SCAG to oppose the amendment.

Bradley Ewing echoed the previous speakers and urged SCAG to oppose the Community Planning Voter Initiative.

Bev Perry, Hills for Everyone, expressed opposition of the Community Planning Voter Initiative and urged the Regional Council not to support.

Maggie Lee urged the Regional Council to vote no on this initiative.

Jeannine Wisnosky, Culver City Neighbors United, urged the Regional Council to vote in support of the initiative.

Nancy Barba asked that SCAG oppose the Community Planning Voter Initiative.

Dr. Suzanne De Benedittis expressed support for the Community Planning Voter Initiative.

Michael Shilstone, Central City Association, expressed opposition of the Community Planning Voter Initiative and asked the Regional to oppose it.

Dan Silver, Endangered Habitats League, urged the Regional Council to oppose the Community Planning Voter Initiative.

Henry Fung stated it should be clarified that the staff recommendation to support was not a recommendation from staff and that they [staff] were forwarding the Legislative/Communication and Membership Committee's recommendation to the Regional Council. He noted that the LCMC received a presentation from Bill Graham, the proponent of the initiative and there was no opponents or equal time presented to the opposition of the initiative. He expressed opposition to the initiative and urged the Regional Council to oppose the Community Planning Voter Initiative.

Jason Pierce urged the Regional Council to oppose the initiative.

Estela Pacheco, Los Angeles Area Chamber of Commerce, expressed opposition of the Community Planning Voter Initiative and asked that SCAG vote no on supporting.

Elizabeth Hansburg asked the Regional Council not to vote in support of the Community Planning Voter Initiative.

Cesar Covarubias, Executive Director of the Kennedy Commission, expressed opposition of the Community Planning Voter Initiative and urged the Regional Council to oppose.

Sean Cazares expressed support for the initiative and urged the Regional Council to vote yes on the Community Planning Voter Initiative.

David Pham, Garden Grove resident, asked the Regional Council to oppose Community Planning Voter Initiative.

John Perez, Norwalk resident, urged the Regional Council to oppose Community Planning Voter Initiative.

Craig Lyn, Los Angeles resident, urge SCAG to oppose Community Planning Voter Initiative.

John Heath, Our Neighborhood Voices, urged the Regional Council to vote yes to support the initiative.

Rona Henry, Chair of Welcoming Neighbors Home, Ministry of Tapestry Unitarian Universalist, urged the Regional Council to not support the Community Planning Voter Initiative.

Jon Wizard, Policy Director for the Campaign for Fair Housing Elements and Councilmember in the Monterey Bay region, expressed opposition of the Community Planning Voter Initiative.

Monica Strauch, United Way of Greater Los Angeles, urged the Regional Council to oppose the initiative.

Konstantin Hatcher, Los Angeles resident and Senior Director of Community Impact for California YIMBY, expressed opposition of the Community Planning Voter Initiative and urged the Regional Council to vote to oppose.

Debbi Salahi asked the Regional Council to vote against the Community Planning Voter Initiative.

Brady Collins, Policy Analyst with the Koreatown Immigrant Workers Alliance, expressed opposition of the Community Planning Voter Initiative and urged the Regional Council to oppose the initiative.

Jovita Mendoza, Councilmember from Northern California, asked the Regional Council to support the Community Planning Voter Initiative.

Lynetta McElroy, asked the Regional Council to support the Community Planning Voter Initiative.

David Barboza, member of Abundant Housing LA, urged the Regional Council to oppose the Community Planning Voter Initiative.

Dylan Gottlieb asked the Regional Council to oppose the Community Planning Voter Initiative.

Noah Ayoub, Riverside resident, urged the Regional Council to oppose the Community Planning Voter Initiative.

Jaime Del Rio, community organizer to Abundant Housing LA, asked the Regional Council to oppose the Community Planning Voter Initiative.

Marven Norman, San Bernardino resident, urged the Regional Council to oppose the Community Planning Voter Initiative.

Sonia Trauss, Executive Director at YIMBY Law, expressed opposition of the Community Planning Voter Initiative.

Jamie Wallace, Culver City neighbors United, urged the Regional Council to support the Community Planning Voter Initiative.

Josh, South Pasadena resident, urged the Regional Council to vote no on the Community Planning Voter Initiative.

Bryan Sanders urged the Regional Council to support the Community Planning Voter Initiative.

Chandra Mosley, South Los Angeles resident, expressed support for the Community Planning Voter Initiative and the Regional Council to support.

Toby Muresianu, Westside for Everyone and South Brentwood Residents Association, expressed opposition of the Community Planning Voter Initiative.

Tommy Atley, Hancock Park resident, expressed opposition of the Community Planning Voter Initiative.

Annie, Hollywood resident, expressed support for the Community Planning Voter Initiative.

Pat Davis, facilitator at Housing is a Human Right Orange County, expressed opposition of the Community Planning Voter Initiative and asked that it be rejected.

Salim Damerджи urged the Regional Council to vote note on supporting the Community Planning Voter Initiative.

John M. Erickson, Councilmember from the City of West Hollywood, urged the Regional Council not to support the Community Planning Voter Initiative.

Bill Brand, Mayor of Redondo Beach and proponent initiative, expressed support for the Community Planning Voter Initiative and urged the Regional Council to vote in support of the initiative.

Robert Fruchtman asked the Regional Council to oppose the Community Planning Voter Initiative.

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

Ms. Cartagena provided a brief report and indicated that the LCMC and Executive/Administration Committee (EAC) were recommending support for the proposed voter initiative called Californians for Community Planning. She noted that the proposed initiative would amend the state's constitution to specify that local city and county land-use and zoning laws override state laws when they conflict. Additionally, that the proposed initiative did make some exceptions for coastal land-use regulations, power generating facilities, and development of water, communication, or transportation infrastructure projects. She further noted that proponents took the first step in initiating the initiative's process and submitted the draft text to the Attorney General on August 25, 2021 and that on November 1, 2021, the Attorney General issued the official title and summary. She stated that this set off the signature gathering process and proponents had 180 days to collect nearly 1 million signatures to appear on the ballot for the November 8, 2022 election. She mentioned that the LCMC received informational reports from SCAG staff at its September and November meetings and that during the last update, Committee Members voted to forward a "support" recommendation on the proposed initiative to the Regional Council by a vote of 13 to two (2), with one (1) abstention. She noted that at the EAC meeting, the day before, they voted to support item by a vote of 11 to two (2), with one (1) abstention. Lastly, she reported that the staff report included information on the discussion and subsequent action taken by the League of

California Cities Board of Directors where they voted unanimously, with one (1) abstention, to take no position or remain neutral for the time being on the initiative.

A detailed report is included in the agenda packet and is posted on the website.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, urged the Regional Council to take a no position on this item. She expressed that this initiative in her mind did nothing to address California's housing and homelessness crisis, and it did nothing to further housing or affordability options.

Regional Councilmember Donald Wagner, Orange County, indicated that the discussion at the LCMC and EAC meeting was robust and spirited. He urged support of the initiative and made a motion to support the initiative. This motion was seconded by Regional Councilmember Wendy Bucknum, Mission Viejo, District 13. [See restatement and vote below.]

Regional Councilmember Steve Manos, Lake Elsinore, District 63, stated that if they wanted comprehensive policy then he thought the state needed to take a step back. He expressed support for the initiative.

Regional Councilmember Paul Koretz, Los Angeles, District 52, expressed that the result of SB 9 will be the destruction of single-family neighborhoods and building housing that is less affordable. He further stated they needed to build more market rate housing and it should be focused on compact infill development in downtowns and city centers, adaptive reuse of vacant or underutilized commercial buildings, and development on commercial streets.

Regional Councilmember Marsha McLean, Santa Clarita, District 67, stated that in Santa Clarita they welcome and support affordable housing and any developer who wishes to come and build affordable housing. She expressed that as local legislators they needed to step in and take back their neighborhoods in their cities.

Regional Councilmember Alex Fisch, Culver City, District 41, briefly addressed the unintended consequences of the initiative. He made a substitute motion for the Regional Council to take a no position on the initiative. This motion was seconded by Regional Councilmember Deborah Robertson, Rialto, District 8. [See restatement and vote below.]

Regional Councilmember Kathryn Barger, Los Angeles County, stated that the day before [at the EAC] she took a support position to move this item forward for discussion. She noted that she supported any initiative that would allow voters to decide the future of their communities. She further addressed affordable housing and the need to meet RHNA numbers. She expressed that her position was now to take a no position. She stated that she was under the impression that SCAG

would be looking at legislative fixes for SB 9 and 10 and asked staff to confirm. Staff addressed the comments.

Regional Councilmember Robertson stated that she did vote the day before in support of moving the initiative because the Committees were recommending bringing it to the Regional Council to have a robust discussion. She stated she supported the substitute motion because she felt they should take a no position and the voters should decide.

Regional Councilmember Mike Posey, Huntington Beach, District 64, expressed support for the original motion and stated they needed to take back local control.

Regional Councilmember Randall Putz, Big Bear Lake, District 11, asked if the SCAG committees had received presentations from both sides of the initiative. He stated that he was on the Cal Cities Working Group that spent several hours on the issue, which ended not supporting the initiative. He encouraged the Regional Council members to take a no position. Staff acknowledged the question.

Regional Councilmember David Pollock, Moorpark, District 46, stated the League of Cities also considered the item and thought that it was not appropriate at this time for them to get involved. He expressed support for the substitution motion to take a no position.

Regional Councilmember Carmen Ramirez, Ventura County, expressed support for the substitute motion to take a no position as she thought it was best for all of them and for SCAG. She stated that she listened carefully to all the heartfelt comments in support and in opposition.

Regional Councilmember Trevor O'Neil, Anaheim, District 19, cautioned the Regional Council on not weighing in on issues that affect their jurisdictions. He stated that they had an obligation to speak on behalf of the region. He proposed second substitute motion to support the initiative. This motion was seconded by Regional Councilmember Peggy Huang, TCA.

President Lorimore sought clarification from Board Counsel.

Mr. Ruben Duran, Board Council, stated that the second substitute motion, as proposed, sounded like the main motion and should be ruled out of order at his [the President's] discretion.

President Lorimore stated they already had that motion [the original motion] on the floor and would not be able to support it [the second substitute motion], ruling it out of order.

Regional Councilmember Peggy Huang, TCA, asked the Regional Council to vote no on the substitute motion and urged them to vote yes for the original motion to support the initiative. She expressed that Sacramento refused to collaborate with the cities and had taken away all the tools which they

have used to build affordable housing.

Regional Councilmember Wendy Bucknum thanked Regional Councilmember Huang and others for all the hard work on this. She expressed that this was important and thought that as a regional body they had previously taken positions. She stated that she would like to see them say no on the substitute motion and support the original motion.

Regional Councilmember Eric Garcetti, Los Angeles, Member-at-Large, stated there was good people on both sides this initiative. He further expressed that they needed to have renter protections and robust government involvement, especially at the state and national level to help them build more affordable housing. He advocated for a no position and indicated he would be supporting that motion [the substitute motion].

Regional Councilmember Alan Wapner, SBCTA, stated he could not support a motion to not take a position and thought that as elected officials they were elected to take positions one way or the other. He expressed support for the initiative.

Regional Councilmember Karen Spiegel, Riverside County, stated that as elected officials they needed to take positions, especially at SCAG. She further stated that their goal was to undertake a variety of planning and policy initiatives.

Regional Councilmember Margaret Finlay, Duarte, District 35, sought clarification on the second substitute motion. Board Counsel acknowledged the question and provided clarification. She expressed that she believed in local elected officials and was in favor of the first motion.

A Substitute MOTION was made (Fisch) to take a no position on the Community Planning Voter Initiative. Motion was SECONDED (Robertson). The motion failed to pass by the following roll call votes:

AYES: ALLEN, BARGER, FISCH, GARCETTI, HAMADA, HERNANDEZ, J. MARQUEZ, POLLOCK, PUTZ, RAMEN, RAMIREZ, ROBERTSON, SANDOVAL, SCHWANK, SHAPIRO, and TYE (16)

NOES: ASHTON, BACERRA, BECERRA, BENOIT, BOYLES, A. BROWN, BUCKNUM, CLARK, DE RUSE, DEVINE, DIXON, FINLAY, GAZELY, HUANG, JUDGE, KALMICK, KELLY, KORETZ, LOCK DAWSON, LORIMORE, MANOS, R. MARQUEZ, MCLEAN, MINAGAR, NAVA, O'NEIL, PLANCARTE, POSEY, SALEH, SANTOS, SIMONOFF, SPIEGEL, WAGNER, WAPNER and YOKOYAMA (35)

ABSTAIN: NONE (0)

A MOTION was made (Wagner) to take a support position on the Community Planning Voter Initiative. Motion was SECONDED (Bucknum). The motion passed by the following roll call votes:

AYES: ASHTON, BACERRA, BECERRA, BENOIT, BOYLES, A. BROWN, BUCKNUM, CLARK, DE RUSE, DIXON, FINLAY, GAZELY, HUANG, JUDGE, KELLY, KORETZ, LORIMORE, MANOS, R. MARQUEZ, MCLEAN, MINAGAR, NAVA, O'NEIL, PLANCARTE, POSEY, SALEH, SANTOS, SIMONOFF, SPIEGEL, WAGNER, WAPNER and YOKOYAMA (32)

The Clerk received an email from Regional Councilmember Patricia Lock Dawson, Riverside, District 68, indicating her internet connection went down and was not able to cast her vote in time in support of Item No. 2. Her vote is not reflected in the count.

NOES: ALLEN, CARRILLO, FISCH, GARCETTI, HAMADA, HERNANDEZ, POLLOCK, PUTZ, RAMEN, RAMIREZ, SANDOVAL, and TYE (12)

ABSTAIN: BARGER, J. MARQUEZ, and ROBERTSON (3)

The Clerk received a message from Regional Councilmember David J. Shapiro, Calabasas, District 44, indicating his microphone was off and was not able to cast his vote in time to abstain on Item No. 2. His vote is not reflected in the count.

Regional Councilmember Robertson asked that staff go back and research if they [the Regional Council] have ever voted on initiatives. Staff acknowledged the request.

BUSINESS REPORT

A business report was not provided.

PRESIDENT'S REPORT

President Lorimore provided an update on the advocacy meetings from last month and noted that the board officers joined him at meetings with Assemblymembers Buffy Wicks, who was recently appointed Chair of the Assembly Housing Committee, and at meetings with Assemblymembers Robert Rivas and Tim Grayson. He also provided an update on the recent visit he did to the city of Anaheim and thanked Regional Councilmember O'Neil for hosting. Furthermore, he asked members to submit their name to the Clerk if they were interested in serving on the Bylaws and Resolutions Committee, the Nomination Committee, or the Scholarship Committee. Lastly, he reported there would not be individual Policy Committees in February and instead a Joint Meeting of the Policy



Committees would be held on Thursday, February 3 from 9:30 a.m. – 11:30 a.m., followed by the Regional Council meeting 12:30 p.m.

EXECUTIVE DIRECTOR’S REPORT

In the interest of time, Executive Director Kome Ajise stated he would email his report to the members. He did take a moment to recognize and present a proclamation to Naresh Amatya on his retirement.

Mr. Amatya stated it had been a real honor and privilege to have worked with so many talented people at SCAG.

Executive Director Ajise also recognized Linda Jones on her retirement.

FUTURE AGENDA ITEM/S

There were no future agenda items requested.

ANNOUNCEMENT/S

There were no announcements.

ADJOURNMENT

There being no further business, President Lorimore adjourned the Regional Council meeting in at 3:29 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Regional Council (RC)
From: Darin Chidsey, Chief Operating Officer
(213) 236-1836, Chidsey@scag.ca.gov
Subject: Approval for Additional Stipend Payments

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve additional stipend payments, pursuant to Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended June 2021], as requested by President Clint Lorimore, Eastvale, District 4.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Pursuant to the Regional Council Stipend Policy, staff is seeking approval for additional stipend payments for President Clint Lorimore, Eastvale, District 4.

BACKGROUND:

In accordance with the Regional Council Policy Manual, Article VIII, Section B(4) [RC Approved June 2019, amended June 2021], *“Representatives of Regional Council Members may receive up to six (6) Stipends per month and the SCAG President may authorize two (2) additional Stipends in a single month on a case-by-case basis. SCAG’s First Vice President, Second Vice President and Immediate Past President may receive up to nine (9) Stipends per month. SCAG’s President may receive up to twelve (12) Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.”*

For the month of December 2021, President Clint Lorimore, Eastvale, District 4, attended the following event for SCAG, which will count towards his 13th stipend requests:

No.	Meeting Date	Meeting Name
13 th	December 29	Interview Prep Mtg w/Kome, Margaret & Consultant



FISCAL IMPACT:

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

From: Jeffery Elder, Deputy Legal Counsel II
(213) 630-1478, elder@scag.ca.gov

Subject: Proposed Amendments to Regional Council Policy Manual Relating to
Lodging Reimbursements

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

Recommend that the Executive/Administration Committee (EAC) recommend that the Regional Council (RC) adopt amendments to the Regional Council Policy Manual (Policy Manual) amending the lodging reimbursement rules for SCAG-related activities.

RECOMMENDED ACTION FOR RC:

Recommend that the RC adopt amendments to the Policy Manual amending the lodging reimbursement rules for SCAG-related activities.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

In response to the COVID-19 emergency, the General Assembly, RC and its committees and subcommittees have been holding their meetings by teleconference or videoconference and have spread their meetings out over multiple days. In September 2021 the EAC began holding its meetings in a hybrid manner (both in-person and remotely by teleconference or videoconference) and some Representatives of RC Members and SCAG Officers have started attending in-person and participating in other SCAG-related activities. As Representatives of RC Members and SCAG Officers have started attending SCAG-related activities in-person, staff has been receiving requests for lodging reimbursements. Currently, the Policy Manual requires traveling outside of the SCAG Region or 75 miles or more one way to be reimbursed for lodging. In some cases, it may be that attending SCAG-related activities on separate days does not qualify for lodging reimbursement because of the 75 miles or more requirement. Given SCAG's unique nature as a large, six county regional policy-making forum and planning organization, the need to attend SCAG-related activities over multiple days can result in the need for lodging reimbursements, even

when not required to travel outside of the SCAG Region or 75 miles or more one way. To allow for lodging reimbursement in these circumstances, staff proposes the Policy Manual be amended to permit reimbursement when attending SCAG-related activities over multiple days.

BACKGROUND:

In 2020, in response to the COVID-19 pandemic and the public health crisis, the General Assembly, RC, and its committees and subcommittees began holding their meetings by teleconference or videoconference and spread the meetings out over multiple days.

Since September 2021, the EAC has been holding its meetings in a hybrid manner, with members participating both in-person and remotely. As the COVID-19 emergency continues to evolve, SCAG may begin transitioning additional meetings to this hybrid format, and, eventually, to more in person meetings. In addition, some Representatives of RC Members and SCAG Officers have already started attending other SCAG-related activities in-person. As a result of the increase in in-person SCAG activities, staff has been receiving requests for lodging reimbursements.

The Policy Manual permits Representatives of RC Members and SCAG Officers to be reimbursed for lodging when traveling for a SCAG-related activity outside of the SCAG region OR when traveling 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier. SCAG's policies do not otherwise allow for the reimbursement when traveling under 75 miles for a SCAG-related activity or when an activity begins after 10 AM. As such, in some cases, it may be that attending SCAG-related activities on separate days does not qualify for lodging reimbursement because of the 75 mile or more requirement.

Staff believes that the Policy Manual should be amended to permit lodging reimbursement in additional circumstances due to the changed nature of meeting scheduling. The proposed amendment would allow for lodging reimbursement when attending a SCAG-related activity that begins at 1 PM or later and attending a SCAG-related activity that begins at 10 AM or earlier the following day. This would facilitate Representatives of RC Members and SCAG Officers not having to travel back-and-forth to SCAG-related activities over multiple days (for example, as in the case of holding EAC meetings on a late Wednesday afternoon and then holding Policy Committee meetings the following morning), thus saving commute time and assisting in efforts to reduce regional transportation emissions.

Accordingly, the following amendments are proposed to the Policy Manual, for consideration by the EAC and the RC:

1. Modify language presently found in section (F)(5) to Article VIII of the Policy Manual to read in its entirety as follows:

“Lodging is reimbursable at the applicable government rate plus taxes if: (a) required for trips outside of the SCAG Region; (b) an individual is required to travel 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) an individual is required to attend a SCAG-related activity that begins at 1 PM or later and is required to attend a SCAG-related activity the following day that begins at 10 AM or earlier. If government lodging rates do not appear to be available, assistance should be requested from SCAG staff, if possible, to avoid paying above government rates. Lodging charges that are more than double standard government rates for the locale of the lodging will require approval of the SCAG President before reimbursement can be made.”

This provision, as modified, would permit reimbursements for lodging for Representatives of RC Members and SCAG Officers under the following circumstances: (a) when required to travel outside of the SCAG Region for a SCAG-related activity; (b) when required to travel 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) when required to attend a SCAG-related activity that begins at 1 PM or later and required to attend a SCAG-related activity the following day that begins at 10 AM or earlier.

Excerpts of the Policy Manual that are proposed to be amended are attached to this report, with the provisions highlighted for reference and specific changes shown in tracking (deletions/additions).

FISCAL IMPACTS:

None

ATTACHMENT(S):

1. RCPM Excerpt - Showing Proposed Amendments



Table of Contents

Introduction		1
Article I	Code of Conduct	3
Article II	Complaints Alleging Violations of the Code of Conduct	7
Article III	Conflict of Interest	8
Article IV	Composition, Attendance and Policies for the Regional Council, Policy Committees and other SCAG Subcommittees and Task Forces	12
Article V	District Representative Appointments, Election Procedures and No Confidence Votes	15
Article VI	The Ralph M. Brown Act: Requirements and SCAG Policies	19
Article VII	Rules of Procedure for the Conduct of Meetings	24
Article VIII	Stipends and Expense Reimbursements	32
Article IX	Approval and Reporting Thresholds and Delegation of Approval Authority	38
Article X	California Public Records Act	40

Appendices:

A. SCAG District Representative Election Procedures	42
B. Summary of SCAG’s Rules of Order	45
C. Rosenberg’s Rules of Order	47

ARTICLE VIII

STIPENDS AND EXPENSE REIMBURSEMENTS

A. General Stipend Payment Policy

(1) The payment for a stipend of one hundred twenty dollars (hereinafter “Stipend”) will be calculated and authorized by the Office of Regional Council Support based on attendance records, attendance sheets or submitted expense reimbursement forms.

(2) Requests for Stipend payments must be received by the Office of Regional Council Support no later than 30 days after the close of the fiscal year for which the Stipend payments are requested.

B. Stipends for Representatives of Regional Council Members and SCAG Officers

(1) Representatives of Regional Council Members and SCAG Officers shall receive a Stipend for attendance at SCAG-sponsored meetings or events (such as, the General Assembly, Regional Council meetings, Economic Summit, Demographic Workshop, etc.) or other SCAG business activities. A Stipend will be authorized for each day of actual attendance at such SCAG-sponsored meetings or activities. Stipends for business travel on behalf of SCAG meetings or activities will be authorized for days on which actual business is conducted and not for days that are devoted solely to travel. With regard to multiple meetings on a single calendar day, a Stipend will be authorized for attendance at every meeting that is at a different address. A request for a Stipend payment must be made in writing and contain information on the date, time, location and purpose of any such meeting and be submitted to the Office of Regional Council Support. Such requests must be approved by the SCAG President or SCAG’s Executive Director or his/her designee. Attendance at SCAG-sponsored meetings or activities shall be demonstrated by a signature on an attendance form, attendance records of SCAG staff at such meetings, or a the submittal of an expense reimbursement form to the Office of Regional Council Support.

(2) Representatives of Regional Council Members and SCAG Officers shall receive only one Stipend for attendance at one or both of the monthly Regional Council meeting and the same day meeting of the individual’s assigned SCAG Policy Committee (or a joint meeting of all of the Policy

Committees). Attendance will be demonstrated by the individual's signature on the attendance forms for the Regional Council and the Policy Committee.

(3) Representatives of Regional Council Members and SCAG Officers shall receive a Stipend for meetings (including those over the telephone and those involving video- or teleconferencing) that are scheduled by SCAG's President or by SCAG's Executive Director or his/her designee.

(4) Representatives of Regional Council Members may receive up to six Stipends per month and the SCAG President may authorize two additional Stipends in a single month on a case-by-case basis. SCAG's First Vice President, Second Vice President and Immediate Past President may receive up to nine Stipends per month. SCAG's President may receive up to twelve Stipends per month. Approval by the Regional Council is required for payment of any Stipends in excess of the limits identified herein.

C. Stipends for Other Elected Officials and Individuals serving in an Ex Officio Capacity

(1) Other elected officials (i.e. those not serving as a representative of a Regional Council Member) serving on a SCAG Policy Committee or another SCAG Committee, Subcommittee or Task Force shall receive a Stipend for attendance at a Policy Committee, Committee, Subcommittee or Task Force meeting.

(2) Other elected officials serving on a SCAG Policy Committee or another SCAG Committee, Subcommittee or Task Force shall receive a Stipend for attendance at a meeting (including those over the telephone or those involving video- or teleconferencing) when the attendance of the elected official is requested by the SCAG President or SCAG's Executive Director or his/her designee.

(3) Attendance at all such meetings shall be demonstrated by a signature on an attendance form, attendance records of SCAG staff at such meetings, or the submittal of an expense reimbursement form to the Office of Regional Council Support. Other elected officials may receive up to four Stipends per month.

(4) Individuals serving in an ex officio capacity in any SCAG body including the Regional Council shall not be eligible for stipends or for the reimbursement of travel expenses (except for certain General Assembly expenses discussed elsewhere in this Policy Manual).

D. Special Conditions for Stipends for the General Assembly

(1) A representative of a Regional Council Member or a SCAG Officer or an elected official serving on a SCAG Policy Committee shall receive a Stipend for attendance at the General Assembly regardless of whether or not the individual serves as an Official Representative or Alternate at the General Assembly.

(2) Stipends are not provided to Official Representatives or Alternates at the General Assembly unless those individuals are either a representative of a Regional Council Member or a SCAG Officer or a member of a SCAG Policy Committee.

(3) Stipends for attendance at the General Assembly are not provided to individuals who serve in an ex officio capacity at the General Assembly; however, registration fees, hotel charges, parking costs and meal costs may be billed directly to SCAG or reimbursed if within the limits of this Article VIII.

E. General Travel Policy

(1) SCAG endeavors to maintain an accountable and cost-effective travel policy. Such a travel policy must satisfy the following requirements: (a) be only business related; (b) use the most cost-effective travel options; (c) comply with all applicable SCAG requirements; (d) substantiate expenses as required; (e) return unspent advanced amounts or unused tickets or travel vouchers; and (f) mandate timeliness, accuracy and honesty in the reporting of all travel expenses.

(2) Whenever reasonably possible, travel to SCAG meetings should be avoided if teleconferencing or videoconferencing is available for a meeting.

(3) Requests for travel reimbursement must be received by the Office of Regional Council Support no later than 30 days after the close of the fiscal year in which the travel costs were incurred.

(4) The Executive Director or his/her designee shall review all requests for travel reimbursements.

F. Travel Policy for Representatives of Members of the Regional Council and SCAG Officers

- (1) Representatives of Regional Council Members and SCAG Officers who attend meetings on behalf of SCAG are eligible to receive travel reimbursement for: (a) actual costs of airplane, bus, train, rental car, shuttle, taxi or car service (e.g. Lyft); (b) miles travelled using a personal automobile; and (c) actual parking expenses. Mileage will be reimbursed at the prevailing federal reimbursement rate. Distances will be calculated based on the travel distance from the representative's seat of government and the meeting location. An airplane, taxi, car service or rental car should be used only if is the best alternative considering both cost and time. Taxi, shuttle and car service gratuities should not exceed 15%. Parking at SCAG's Los Angeles office will be validated.
- (2) International travel always requires advance approval of the Regional Council.
- (3) SCAG representatives of Regional Council Members and SCAG Officers should, whenever possible, use SCAG staff to arrange all air travel. Only economy air travel is allowed. Except for air travel, whenever possible representatives of Members of the Regional Council and SCAG Officers should make their own surface travel and lodging arrangements and obtain reimbursement from SCAG for all expenses incurred. If SCAG representatives make their own air travel arrangements and if the cost of airfare significantly exceeds costs regularly paid by SCAG for air travel, approval of SCAG's President will be required before reimbursement will be made.
- (4) The cost of alcoholic beverages cannot be claimed for reimbursement. Meal allowances will not be paid if meal service is provided by SCAG (e.g. lunch at meetings of the Regional Council). The following allowances for meals and incidentals, or 150% (one-hundred fifty percent) of the reimbursement amounts approved by the State of California, whichever is higher and which include an allowance for gratuities, shall apply and be reimbursed without receipts. Higher amounts may be approved by the Regional Council in the case of international travel.
 - a. Breakfast costs of \$10.50 if away from home or if travel begins from home to a meeting that starts at 10AM or earlier.
 - b. Lunch costs of \$16.50.

- c. Dinner costs of \$34.50 if away from home or if the travel begins from home to a meeting that starts at or before 4PM and ends at or after 7PM.
- d. Incidental costs of \$5 for each day involving an overnight stay away from home.

(5) Lodging is reimbursable at the applicable government rate plus taxes if: (a) required for trips outside of the SCAG Region; (b) ~~or if~~ an individual is required to travel 75 miles or more one way for a SCAG-related activity that begins at 10 AM or earlier; or (c) an individual is required to attend a SCAG-related activity that begins at 1 PM or later and is required to attend a SCAG-related activity the following day that begins at 10 AM or earlier. If government lodging rates do not appear to be available, assistance should be requested from SCAG staff, if possible, to avoid paying above government rates. Lodging charges that are more than double standard government rates for the locale of the lodging will require approval of the SCAG President before reimbursement can be made.

(6) All travel costs must be fully documented, as required, with receipts identifying the date and time the expenses were incurred, the location and the purpose of the travel or expense. The SCAG President or SCAG’s Executive Director or his/her designee must approve travel reimbursement requests without receipts in the case of lost or partial receipts.

G. Travel Policy for Other Elected Officials and/or Appointed Members of SCAG Committees and Task Forces

(1) Other elected officials (those not serving as Representatives of Regional Council Members) and appointed members of SCAG committees and task forces will generally not be asked to travel on behalf of SCAG except for meetings within the SCAG Region. The provisions of Section F above shall apply to any travel outside of the SCAG Region that is requested by SCAG.

(2) Other elected officials and appointed members of SCAG committees may be reimbursed for travel expenses to meetings held within the SCAG Region if they are not reimbursed or provided a stipend from a public agency other than SCAG. Reimbursement will be limited to: (a) parking validation or actual parking costs; and (b) costs of round-trip public transportation or round-trip mileage at the prevailing federal mileage reimbursement rate. All such travel reimbursement requests will require complete documentation of all expenditures and will be approved by the SCAG RC Approved 06/09/19, as amended 06/03/21

President or SCAG's Executive Director or his/her designee. Travel reimbursement requests that do not have appropriate documentation must be approved by the SCAG President or SCAG's Executive Director or his/her designee.



Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Ryan Laws, Associate Regional Planner
(213) 630-1470, laws@scag.ca.gov

Subject: Resolution No. 22-640-2 Authorizing Acceptance of One-Time Funds from the Los Angeles Cleantech Incubator (LACI) on behalf of the U.S. Department of Energy (DOE) Vehicle Technologies Office to Support Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles

RECOMMENDED ACTION FOR EAC:

That the Regional Council approve Resolution 22-640-2 authorizing SCAG to accept one-time grant funds from the U.S. Department of Energy’s Vehicle Technologies Office in the amount of \$238,977 as a sub-recipient on the Los Angeles Cleantech Incubator’s (LACI) Electric Vehicle Curb Management study.

RECOMMENDED ACTION FOR RC:

Approve Resolution 22-640-2 authorizing SCAG to accept one-time grant funds from the U.S. Department of Energy’s Vehicle Technologies Office in the amount of \$238,977 as a sub-recipient on the Los Angeles Cleantech Incubator’s Electric Vehicle Curb Management study.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The Accelerated Electrification strategy is a key connection of SCAG’s Connect SoCal - the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) --- seeking to de-carbonize or electrify vehicles, including those within goods movement. Through the deployment of urban zero emission curb zones, this project will support this effort to inform future strategies for incentivizing the use of zero-emission vehicles throughout the Southern California region, especially within the goods movement sector.

SCAG is a sub-recipient of the United States Department of Energy's (DOE's) Vehicle Technologies Office Fiscal Year 2021 Research Funding Opportunity Announcement, for which LACI is the lead recipient. This grant seeks research projects to address priorities in the following areas: batteries and electrification; materials; technology integration and energy efficient mobility systems; energy-efficient commercial off-road vehicle technologies; and co-optimized advanced engine and fuel technologies to improve fuel economy. Grant funds in the amount of \$238,977 will be applied to support staff services performed throughout the project, "Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles".

BACKGROUND:

On April 1, 2021, SCAG issued a letter of commitment, indicating that SCAG would contribute a minimum cost share to match federal support as a sub-recipient on the "Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles" project, should the project be granted a DOE Vehicle Technologies Office Fiscal Year 2021 Research Funding Opportunity Announcement (DE-FOA-0002420). This match funding share is valued at \$238,977. A research project application was submitted to the DOE before the April 6, 2021 deadline, and the application included \$238,977 in Grant funds which SCAG would receive as a sub-recipient to perform staff services toward the project.

On July 28, 2021, the DOE announced an award of \$60 million for 24 research and development projects aimed at reducing carbon dioxide (CO₂) emissions from passenger cars and light- and heavy-duty trucks. Of this, \$3,798,455 has been awarded to LACI's "Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles" Project.

The proposed project aims to build upon pre-existing traffic data and curb management deployments in two metropolitan areas, Los Angeles, CA and Pittsburgh, PA, including delivery and ride-hail use cases. The results of this proposal would provide cities across the United States with a roadmap to accelerate zero-emission transportation adoption and lower VMT within the commercial activities responsible for the largest impacts on inefficient energy use, congestion, and pollution.

Benefits of this project include, but are not limited to:

1. Increased electric vehicle (EV) utilization of the curb
2. Increased Mobility Energy Productivity from curb use efficiency (number of people and goods per unit of consumption)
3. Reduced GHG emissions and air pollutants
4. Support socio-economic outcomes, including more equitable access to the curb and EVs



As a sub-recipient to this LACI-led project, it was agreed that SCAG Staff will: Participate in monthly/quarterly meetings with project partners as a member of the project's core team, research team, and the equity and communications team; serve as an advisor to the study, leveraging resources and findings from complementary SCAG-led projects, including the Last Mile Freight Program, Last Mile Freight Delivery Study, and Curb Space Management Study; support the project's equity goals aligned with our overarching goal to advance equity in the region and engage public interest, environmental justice advocates, and community-based organizations to participate in equity and communications subcommittee throughout the project; and leverage connections made through related projects such as the Sustainable Communities Program Call 3 and the Curb Space Management Study to engage relevant delivery companies, Transportation Network Companies, and other key business stakeholders.

FISCAL IMPACT:

If approved by the Regional Council, SCAG will receive \$238,977 in one-time grant funds from LACI. The funds will be programmed in a future amendment of the FY 2021-22 Overall Work Program (OWP).

ATTACHMENT(S):

1. Resolution 22-640-2 - Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles



RESOLUTION NO. No. 22-640-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING ACCEPTANCE OF ONE-TIME GRANT FUNDS FROM U.S. DEPARTMENT OF ENERGY IN THE AMOUNT OF \$238,977 TO SUPPORT TESTING AND EVALUATION OF CURB MANAGEMENT AND INTEGRATED STRATEGIES TO CATALYZE MARKET ADOPTION OF ELECTRIC VEHICLES

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;

WHEREAS, Connect SoCal, SCAG’s adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), includes a technology advancement plan for the regional goods movement system, as well as action steps to be taken by SCAG and its regional partners;

WHEREAS, Connect SoCal includes a focus on the long-term goal of a zero emission goods movement system where technically feasible and economically viable;

WHEREAS, SCAG was awarded one-time grant funds in the amount of \$238,977 (“Funds”) as a subrecipient of the Los Angeles Cleantech Incubator’s (LACI) the U.S. Department of Energy (DOE) Vehicle Technologies Office Fiscal Year 2021 Research Funding Opportunity Announcement (DE-FOA-0002420); and

WHEREAS, the Funds will be used to advance regional zero emission goods movement strategies in Connect SoCal via curb management operations in Santa Monica and Los Angeles for delivery use cases,

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept the funds from the Los Angeles Cleantech Incubator (LACI) on behalf of the U.S. Department of Energy (DOE) Vehicle Technologies Office to Support Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles.

BE IT FURTHER RESOLVED THAT:

- 1. The Regional Council hereby authorizes SCAG to accept funds in the amount of \$238,977 to support SCAG’s work on Curb Management and Integrated Strategies to Catalyze Market Adoption of Electric Vehicles; and
2. SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds.

REGIONAL COUNCIL OFFICERS

- President: Clint Lorimore, Eastvale
First Vice President: Jan C. Harnik, Riverside County Transportation Commission
Second Vice President: Carmen Ramirez, County of Ventura
Immediate Past President: Rex Richardson, Long Beach

COMMITTEE CHAIRS

- Executive/Administration: Clint Lorimore, Eastvale
Community, Economic & Human Development: Jorge Marquez, Covina
Energy & Environment: David Pollock, Moorpark
Transportation: Sean Ashton, Downey

Attachment: Resolution 22-640-2 - Testing and Evaluation of Curb Management and Integrated Strategies to Catalyze Market Adoption of

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of February, 2022.

Clint Lorimore
President, SCAG
Mayor, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Alison Linder, Senior Regional Planner
(213) 236-1934, linder@scag.ca.gov

Subject: Resolution No. 22-640-3 Authorizing Acceptance of One-Time Funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the Amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot

RECOMMENDED ACTION FOR EAC:

That the Regional Council approve Resolution No. 22-640-3 authorizing acceptance of one-time grant funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 22-640-3 authorizing SCAG to accept one-time grant funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the amount of \$30,000 to provide outreach support on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Through its role as a Clean Cities Coalition, SCAG will be a partner on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot, managed and led by the University of California-Irvine (UCI), and funded by the Vehicle Technology Office of the United States Department of Energy (DOE). This project will use two fleets of connected zero-emission electric vehicles and equip approximately two dozen intersections within the UCI campus and City of Irvine with LiDAR-based sensor and analytic technologies to better understand how data-driven analytics in traffic coordination can improve air quality, traffic, and safety. SCAG will receive \$30,000 of funding to execute outreach in support of this effort.

BACKGROUND:

Connect SoCal, SCAGs adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), includes an emerging technologies focus as part of a broader strategy to improve mobility and safety, and reduce VMT and GHG. SCAG is also a Clean Cities Coalition, meaning that with support from the Department of Energy (DOE), SCAG engages in activities that support deployment and awareness of clean transportation solutions throughout the region. In support of these objectives, SCAG is a partner on the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot, managed and led by the University of California-Irvine (UCI) and focused on the development, evaluation, and deployment of emerging and future connected and autonomous zero emission vehicle technologies.

This pilot is a public-private partnership, funded by the Vehicle Technology Office of the US Department of Energy (DOE) and will equip approximately two dozen intersections within the UCI campus and City of Irvine with LiDAR-based sensor and analytic technologies. The purpose of the pilot is to better understand how data-driven analytics in traffic coordination can improve air quality, traffic, and safety. The demonstration pilot will be conducted using two fleets of connected zero-emission electric vehicles equipped with Level 2 and elements of Level 3 automation.

SCAG will be supporting the project under its Clean Cities Coalition role, and will conduct listening sessions with residents, permitting/regulatory agencies, and transportation stakeholders, and share results with the UCI team as well as other Clean Cities stakeholders. Additional grant partners include the DOE Argonne National Laboratory (ANL), the UCI Institute of Transportation Studies, Velodyne Lidar, Bluecity Technology, Toyota Motor of North America, Pony.ai and Hyundai Mobis. The budget is \$10,000 dollars per year for a three-year project, totaling \$30,000 dollars.

FISCAL IMPACT:

If approved by the Regional Council, SCAG will receive \$30,000 in one-time grant funds from UCI on behalf of the DOE. The funds will be programmed in Amendment 3 of the FY 2021-22 Overall Work Program (OWP).

ATTACHMENT(S):

1. Resolution No. 22-640-3 Authorizing SCAG to Accept One-Time Grant Funds from University of California, Irvine (UCI) on Behalf of the Department of Energy (DOE) in the Amount of \$30,000



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

RESOLUTION NO. 22-640-3

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
AUTHORIZING SCAG TO ACCEPT DEPARTMENT OF ENERGY (DOE)
ONE TIME FUNDING IN THE AMOUNT OF \$30,000 TO PROVIDE SUPPORT
ON THE AI-BASED MOBILITY MONITORING SYSTEM
AND ANALYTICS DEMONSTRATION PILOT LED BY
UNIVERSITY OF CALIFORNIA IRVINE (UCI)**

REGIONAL COUNCIL OFFICERS

- President
Clint Lorimore, Eastvale
- First Vice President
**Jan C. Harnik, Riverside County
Transportation Commission**
- Second Vice President
Carmen Ramirez, County of Ventura
- Immediate Past President
Rex Richardson, Long Beach

COMMITTEE CHAIRS

- Executive/Administration
Clint Lorimore, Eastvale
- Community, Economic &
Human Development
Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Sean Ashton, Downey

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; and

WHEREAS, Connect SoCal, SCAG’s adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), evaluates emerging technologies and the role they can play in improving regional transportation; and

WHEREAS, SCAG is a recognized Department of Energy (DOE) Clean Cities Coalition, tasked to provide support and outreach related to advance clean transportation technology throughout the region; and

WHEREAS, SCAG was awarded one-time funding in the amount of \$30,000 dollars (“Funds”) through the DOE’s Vehicle Technologies Office FY21 Research Funding Opportunity, as a sub-recipient to the University of Irvine Horiba Institute for Mobility and Connectivity2 (HIMaC2); and

WHEREAS, The funds will be used to support the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot consistent with SCAG’s role as a Clean Cities Coalition.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council, that SCAG is authorized to accept and administer the Funds to the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot.

BE IT FURTHER RESOLVED THAT:

1. That the Regional Council hereby authorizes SCAG to accept funds in the amount of \$30,000 to support SCAG’s role in the AI-Based Mobility Monitoring System and Analytics Demonstration Pilot; and
2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to implementing the activities funded through the Funds. This includes agreements with UCI, Consultants, and/or the DOE.

Attachment: Resolution No. 22-640-3 Authorizing SCAG to Accept One-Time Grant Funds from University of California, Irvine (UCI) on Behalf of

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of February, 2022.

Clint Lorimore
President, SCAG
Mayor, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 8
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Courtney Aguirre, Program Manager II
(213) 236-1990, aguirre@scag.ca.gov

Subject: Regional Transportation Safety Targets 2022

RECOMMENDED ACTION:

Recommend that the Regional Council adopt the 2022 Regional Safety Targets and the supporting Regional Safety Policy Resolution No. 22-640-4.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule calls for state DOTs, working with Metropolitan Planning Organizations (MPOs), to establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) established statewide safety targets in August 2021 for the calendar year 2022. SCAG has until February 28, 2022, to establish regional safety targets.

SCAG staff recommend adopting region-specific targets consistent with SCAG's new safety models, which take into account traffic, socioeconomic, and other trends. The corresponding adopting resolution, Resolution No. 22-640-4, reaffirms SCAG's commitment to providing regional leadership and comprehensive efforts to achieve these targets through implementation of safety strategies in Connect SoCal and a Regional Safety Policy to guide the work, with a focus on data-driven decision-making, equity, and partnerships with local and state agencies. On January 6, 2022, the Transportation Committee approved recommending to the Regional Council to approve the proposed safety targets.

BACKGROUND:

Safety Performance Management Measures Final Rule

The Federal Highway Administration (FHWA) issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP). State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated as a result of the regulations to inform their transportation planning and programming decision-making and link investments to performance outcomes. FHWA expects that the performance measures will help state DOTs and MPOs make investment decisions that will result in the greatest possible reduction in fatalities and serious injuries. The Final Rule is aligned with California Department of Transportation (Caltrans) support of Zero Deaths (ZD, formerly Caltrans referred to their goal as Toward Zero Deaths), which has also been adopted by many state DOTs and municipalities.

The Final Rule calls for state DOTs, working with MPOs, to assess fatalities and serious injuries on all public roads, regardless of ownership or functional classification. Specifically, the Final Rule establishes the following five performance measures for five-year rolling averages for:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Non-motorized Fatalities and Serious Injuries.

The Final Rule also establishes the process for DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether state DOTs have met or made significant progress toward meeting their safety targets.

Caltrans is required to establish statewide targets on an annual basis, beginning in August 2021 for calendar year 2022 targets. SCAG is required to establish targets for the same five safety performance measures up to 180 days after Caltrans establishes the statewide targets (i.e., the end of February each year). Calendar year 2022 is the fifth year for which safety targets are being established pursuant to the requirements under MAP-21. SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the SCAG region, or use a combination of both. In the first three years of target setting, SCAG supported the statewide targets and adopted SCAG-specific targets based on Caltrans' target setting methodology. However, in 2021 SCAG adopted targets based on Caltrans' prior target setting methodology that was supportive of achieving Toward Zero Deaths. This meant that SCAG committed to working towards achieving annual reductions of 3.5 percent in fatalities and serious injuries until 2050 (roughly aligning with the horizon year of Connect SoCal, 2045), at which time the region would be anticipated to experience zero traffic-related fatalities. SCAG provides regular updates on its progress towards achieving these targets, including within Connect SoCal, and the Federal Transportation Improvement Program.

FHWA considers whether Caltrans has met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. The met or made significant progress determination only applies to state DOT targets, not MPOs. In March 2021, FHWA notified Caltrans that California had not met or made significant progress towards its calendar year 2019 safety targets, the most recent year that could be evaluated. In response to this determination, California is required to obligate Authority equal to the State's Fiscal Year 2018 HSIP apportionment for HSIP projects in Fiscal Year 2022 (Caltrans was already doing this). Caltrans was also required to submit an HSIP Implementation Plan to FHWA this past fall. The purpose of the HSIP Implementation Plan is to identify tangible actions for California to take in federal Fiscal Year 2022 to make progress toward achieving the targets. Similar to the state, SCAG was not successful in achieving its 2019 safety targets. However, there are no federal or state repercussions. SCAG anticipates that because California has not met its targets, even greater coordination between Caltrans and MPO safety activities will occur going forward.

CURRENT CONDITIONS

Each year, on average, nearly 1,500 people die, 5,500 people are seriously injured, and 124,000 people sustain injuries in traffic collisions in our region. The numbers and rates of fatal and serious injury collisions have continued to climb in the pandemic. Based on preliminary data from the National Highway Traffic Safety Administration (NHTSA), more Americans died in traffic collisions during the first half of 2021 than any other six-month period on record.¹ According to NHTSA's report, there were an estimated 20,160 motor vehicle fatalities in the first half of 2021, up from 17,020 fatalities reported in the first half of 2020 – an 18.4 percent increase. All 10 NHTSA regions reported increases in fatalities, and NHTSA Region 9, which includes California, Arizona, Hawaii and the U.S. territories of American Samoa, Guam and Northern Mariana Islands, reported a 25 percent increase in estimated fatalities in the first half of 2021 compared to the previous year. However, in Southern California, based on provisional data for 2021 compared to the prior year, collisions are up roughly 11 percent, fatal and serious injury collisions are up by about 2 percent, and VMT is up about 4 percent. Some experts believe that the increases are due to changed behaviors during the pandemic (e.g., higher rates of speeding, driving under the influence, and forgoing seatbelts).² The recently passed infrastructure bill will encourage some safety improvements, including technology to prevent intoxicated people from operating a vehicle and better crash tests to address risk to people outside a vehicle. However, a great deal of work remains for California, local jurisdictions, and other stakeholders.

¹ US Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts*, October 2021: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813199>.

² <https://www.latimes.com/world-nation/story/2021-12-08/traffic-deaths-surged-during-covid-19-pandemic-heres-why>

TARGET SETTING APPROACHES

There are two main approaches to target setting, vision-based target setting and evidence-based target setting. When developing aspirational, vision-based targets, agencies use the term “target” to refer to a long-term vision for future performance, their ultimate goal. Many agencies, including Caltrans and SCAG, have in the past established vision-based targets for zero fatalities (e.g., Vision Zero, Toward Zero Deaths, or Zero Deaths) and for progress towards a vision (e.g., reduce fatalities by one-half within 20 years). Evidence-based targets take a narrower approach to target setting, focused specifically on what can be achieved within the context of a set of investments, policies, and/or strategies defined within an implementation plan and subject to a shorter timeframe. While these two approaches are distinct, they are not necessarily in conflict. A vision-based target is useful for galvanizing support around a planning effort and for ensuring successful strategies are considered and/or implemented while keeping the focus on a clear goal. Evidence-based targets promote accountability in the near term. Being able to demonstrate the benefits of different levels of investment in safety can help strengthen understanding of the implications of investment decisions. Many agencies choose to adopt interim hard targets based on a broader vision (e.g., Zero Deaths or Vision Zero).

STATEWIDE SAFETY TARGETS

Caltrans used a vision-based approach to establish the calendar year 2018, 2019, and 2020 statewide safety targets. Starting in 2018, the statewide targets were supportive of Toward Zero Deaths, a core objective of California’s Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan, which provides a framework for reducing fatalities and serious injuries on all public roads. Towards Zero Deaths (also known as Safe Systems or Zero Deaths) is an approach that is based on the understanding that even one traffic-related fatality is unacceptable. In the United States, the Toward Zero Deaths National Strategy was launched in 2014, adopting the zero-focused imperative along with a strong commitment to a safety culture. The principles underpinning the approach include:

1. People make mistakes which can lead to crashes; however, no one should die or be seriously injured on the road as a result of these mistakes;
2. The human body has a limited physical ability to tolerate crash forces;
3. Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the road system; and
4. All parts of the road system must be strengthened in combination to multiply the protective effects and if one part fails, the others will still protect people.

At the center of the system is people – people that are fragile and will at times make mistakes that can lead to collisions. With that understanding, the road system needs to put layers of protection in the form of safe roads, vehicles, speeds, and people (safe road users) around the fallible and vulnerable human in order to prevent fatalities and serious injuries.

The State's approach to target setting in 2021 and 2022 represents a departure from prior years in that Caltrans is no longer forecasting that it will reach zero fatalities in a future year (previously, 2030, then 2050). Instead, Caltrans is using a trend line approach that extrapolates the existing changes in fatalities and serious injuries into the future and assumes impacts of external factors and safety improvements (e.g., development and implementation of Local Road Safety Plans and distribution of Office of Traffic Safety grants). Caltrans does not currently use a safety model for target setting, and it is challenging to deduce forecasted impacts of investments on safety. For 2022 targets, for the number of fatalities, the statewide target assumes an annual reduction of 3.61 percent. For the rate of fatalities per 100 million VMT, the statewide target assumes an annual reduction of 2.00 percent, and for serious injuries (both the number and rate), it assumes an annual increase of 1.66 percent. The statewide targets for calendar year 2022, all of which reflect five-year rolling averages, are as follows:

- Number of Fatalities: 3,491.8
- Rate of Fatalities per 100 million VMT: 1.042
- Number of Serious Injuries: 16,704.2
- Rate of Serious Injuries per 100 million VMT: 4.879
- Number of Non-motorized Fatalities and Serious Injuries: 4,684.4

For additional details regarding the State's target setting methodology, please review Attachment 1: Safety Performance Management Targets for 2022.

REGIONAL SAFETY TARGETS

Collisions and collision severity are impacted by many factors, such as vehicle safety features, weather, and the state of the economy. Some research suggests that in California, 70 percent of the collision variation can be taken into account from only considering the unemployment rate and per capital Gross Domestic Product (GDP).^[1] Other factors to consider include continued population growth; demographic changes (e.g., increasing share of older or younger adults); the changing mode mix on the roadways; mobility innovations; and the availability of funding for safety-related projects and programs, among others. Changes in law can also impact the number of collisions. For example, past research has found that California's teenage graduated driver licensing law, which has been in effect since 1998, has significantly reduced fatal and injury collisions for novice drivers.³ Marijuana has been legal for recreational use since 2016, and there have been many questions on

^[1] National Cooperative Highway Research Project 17-67, "Identification of Factors Contributing to the Decline of Fatalities in the United States."

³ Automobile Club of Southern California: <http://news.aaa-calif.com/news/study:-teen-driving-law-reduced-crashes-by-68-percent>.

its impacts as a potential factor leading to collisions. However, recent studies have found that the legalization of marijuana seems to have little or no effect on traffic collisions and fatalities.⁴

A subset of these factors are integrated into SCAG's new safety target setting models. In late 2020, SCAG staff began working with FHWA to develop a series of predictive models for safety planning and target setting. The work resulted in the development of safety target setting models that predict fatalities, serious injuries, and non-motorized fatalities and serious injuries. These model outcomes correspond with the federal safety target requirements. SCAG's current safety models take into account the factors listed below. A plus or minus sign (+/-) is included in cases where there is research to support a correlation to increases or decreases in fatalities and/or serious injuries.

- Vehicle Miles Traveled (VMT):
 - Annual VMT (+)
 - Proportion of VMT on specific types of roadways (urban interstates, principal arterials, major collectors (+), and local roads (+))

- Demographics:
 - Total population
 - Proportion of population aged 65+ (+)
 - Proportion of population aged 15-24 (+)
 - Proportion of population aged 18-24 (+)

- Modes:
 - Proportion of population that commutes via transit, bicycle, or walk (-)

- Socioeconomics:
 - Median household income (-)
 - Total employment (corresponds to unemployment)
 - Unemployment rate (-)
 - Gas prices (-)

- Miscellaneous
 - Distilled spirit consumption per capita (+)

Using the models, SCAG staff developed the calendar year 2022 safety targets. The models forecasts trends through 2025, which reflect moderate increases in fatalities as well as more

⁴ National Bureau of Economic Research, "Early Evidence on Recreational Marijuana Legalization and Traffic Fatalities." https://www.nber.org/papers/w24417?utm_source=npr_newsletter&utm_medium=email&utm_content=20210311&utm_term=5237211&utm_campaign=money&utm_id=7043805&orgid=305&utm_att1=money

significant increases serious injuries (see **Figures 1-3** that follow). Based on our modeled safety targets, for 2022 we are forecasting a 2.7 percent decrease in fatalities, a 3.7 percent increase in serious injuries, and a 4.6 percent increase in non-motorized fatalities and serious injuries. For calendar year 2022, SCAG staff is recommending maintaining a broader vision (Zero Deaths), while adopting evidence-based near-term targets. The regional targets for calendar year 2022, all of which reflect five-year rolling averages, are as follows:

- Number of Fatalities: 1,511.4
- Rate of Fatalities per 100 million VMT: 0.95
- Number of Serious Injuries: 7,164.7
- Rate of Serious Injuries per 100 million VMT: 4.5
- Number of Non-motorized Fatalities and Serious Injuries: 2,140

Figure 1: Projected Fatalities

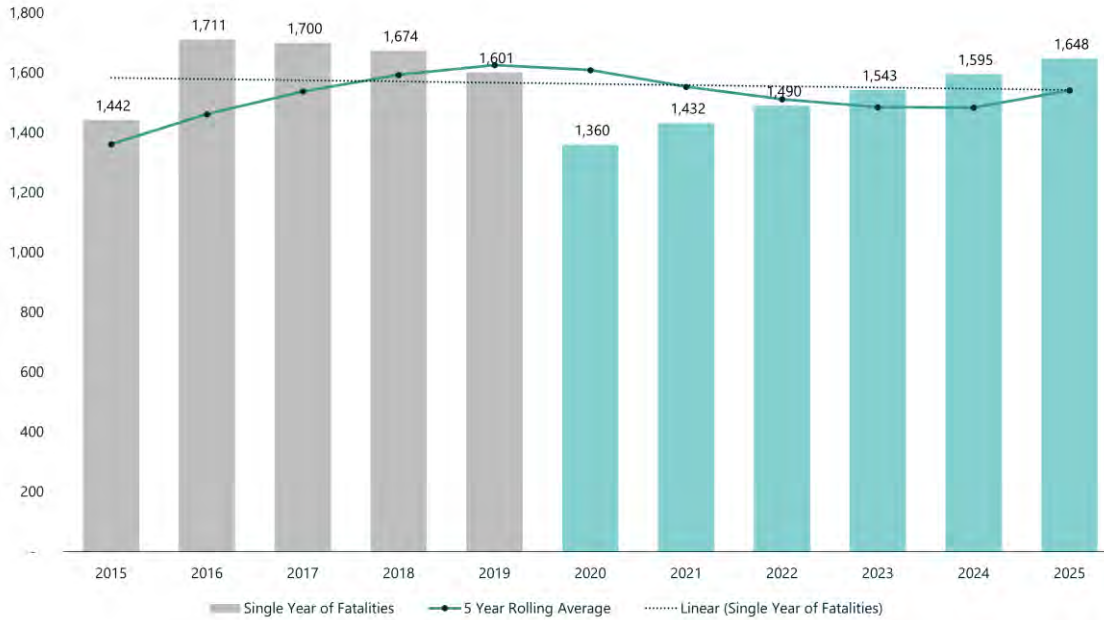


Figure 2: Projected Serious Injuries

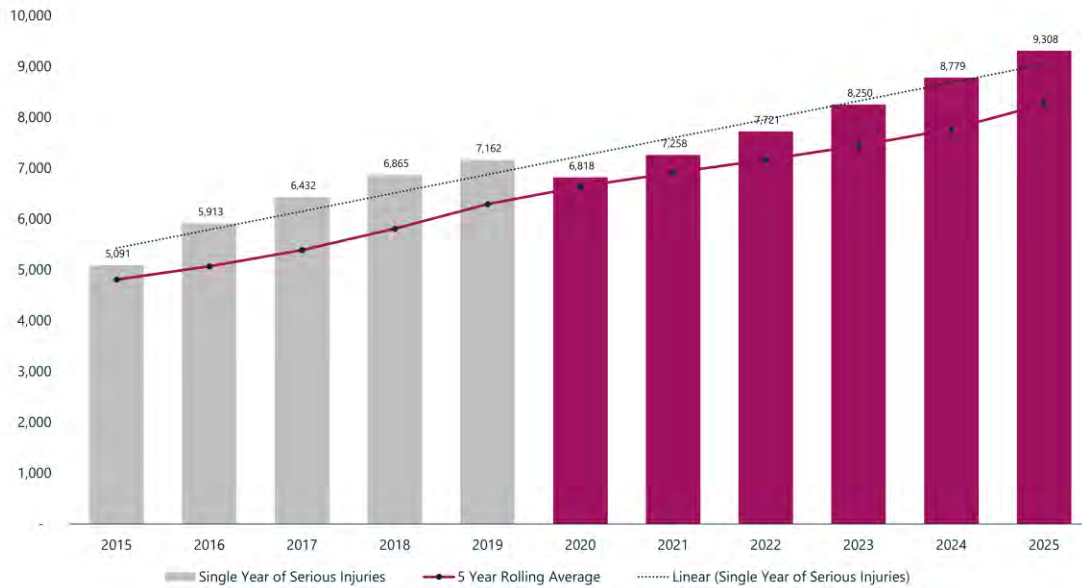
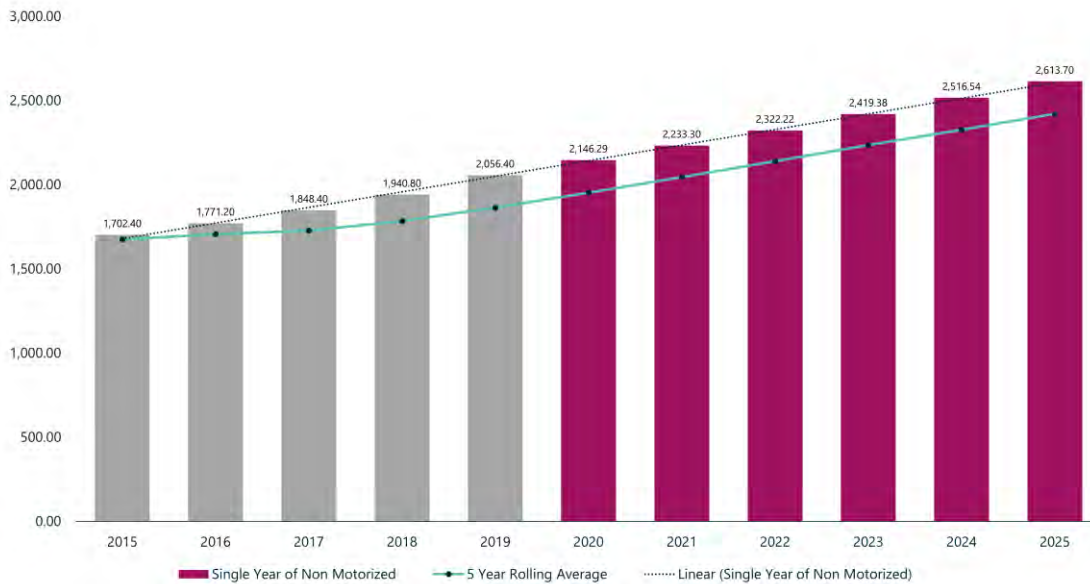


Figure 3: Projected Non-Motorized Fatalities and Serious Injuries



REGIONAL SAFETY STRATEGY

To achieve the region’s safety targets, significant effort is needed. SCAG recognizes that there are numerous actions that can be taken to eliminate traffic fatalities and serious injuries, and that as an MPO, SCAG can work to motivate and facilitate action across the region. Over the course of the past several years and as a significant policy element in Connect SoCal, SCAG has developed a regional

safety strategy that includes safety policy and planning; data collection and analysis; and support of local level efforts. These components are described below.

Safety Policy and Planning

- **Develop the regionwide safety framework:** As a part of the long-range plan, Connect SoCal, SCAG develops a Transportation Safety Technical Report which includes a safety framework for the region, including strategies local jurisdictions can implement to improve transportation safety in their communities.
- **Support and collaborate on California's Strategic Highway Steering (SHSP) Committee:** SCAG serves on the SHSP Steering Committee, which establishes the strategies and processes to implement California's statewide transportation safety framework. This past year SCAG led a subgroup that developed statewide guidance on High Injury Networks. The resulting report is posted [online](#) and Caltrans is now considering the recommendations as it initiates efforts to implement [AB 43](#) (described more below).
- **Support safety legislation:** As documented in SCAG's legislative platform, SCAG supports legislation that implements the recommendations of the [State's Zero Traffic Fatalities Task Force](#), which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries. SCAG worked with Assemblymember Friedman's office on legislation (AB 43), which was signed into law on October 8, 2021. AB 43 will allow local jurisdictions to lower speeds on established safety corridors (e.g., High Injury Networks). It will also allow traffic engineers to take pedestrian and bicyclist safety into account when establishing speed limits. The law will allow California cities to lower speed limits on their streets in 5 mph increments and reduce the need to conduct as many traffic surveys as before. To support implementation of AB 43, SCAG staff is serving on a California Traffic Control Devices Subcommittee to review Caltrans' proposal to revise California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.13 Speed Limit Policy and related documents to comply with AB 43 requirements that become effective on January 1, 2022.

Data Collection and Analysis

- **Establish annual safety targets:** Federal guidance requires SCAG to adopt regional targets for road safety on an annual basis. SCAG has adopted four rounds of regional safety targets to date, starting in 2018.
- **Safety modeling:** As described above, in November 2020 SCAG secured technical assistance from FHWA to develop a data-driven safety target setting methodology and safety planning models. Phase 1 of the modeling work was completed this past year and this work supported development of this year's safety targets. Moving forward, FHWA is supporting a portion of Phase 2 modeling work, which is anticipated to result in an interactive tool for community safety modeling.

- **Maintain the Regional High Injury Network:** To motivate reductions in serious injuries and fatalities, SCAG developed a regional High Injury Network (HIN) to help local jurisdictions focus improvements on where they are most needed. The regional HIN is currently being updated to include additional years of data, and SCAG staff anticipate sharing an updated version in spring 2022.
- **Analyze, interpret, and share regional data:** In June 2021, SCAG published an updated Transportation Safety Regional Existing Conditions Report and accompanying fact sheets and Story Map. In the next year, SCAG staff are working to develop an online safety dashboard to better support local jurisdictions as they engage in more data-driven decision-making.

Supporting Local Safety Efforts

- **Leading and Collaborating on Safety Education Campaigns:** To heighten awareness of the region's transportation safety challenges and opportunities, and to eliminate collisions resulting in serious injuries or fatalities, SCAG launched the Go Human campaign in 2015. *Go Human* is a community outreach and advertising campaign with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. *Go Human* is a collaboration between SCAG and the County Transportation Commissions and Public Health Departments in the region. The campaign provides advertising and educational resources to partners and implements temporary safety demonstration projects to showcase innovative transportation designs and help cities re-envision their streets as safer, more accessible places for walking and biking. Other strategies have included distribution of mini grants to local partners to implement safety engagement activities, safety workshops and symposiums, among others. In 2021, *Go Human* revamped and relaunched the Go Human Safety Pledge. Stakeholders, residents, businesses and leaders are invited to take action to improve traffic safety in communities across the region.
- **Safety planning technical assistance:** Starting in 2018, SCAG began offering technical assistance to local jurisdictions interested in developing safety plans through its Sustainable Communities Program. Resulting safety plans are intended help further the region's efforts to eliminate fatalities and serious injuries and achieve regional safety targets. SCAG is currently working with the City of El Monte and Omnitrans on safety plans, and is in the early stages of working with the Cities of Duarte, Montebello, and Santa Ana on issuing solicitations for additional safety plans to kick off in spring 2022.
- **Convening policymakers and practitioners:** On at least a quarterly basis, SCAG convenes local jurisdictions and agencies to achieve better coordination and uplift best practices via its Safe and Active Streets Working Group and *Go Human* Steering Committee.

RECOMMENDATION

For calendar year 2022, SCAG staff is recommending maintaining a broader vision (Zero Deaths), while adopting evidence-based near-term targets. SCAG staff recommend adopting SCAG-specific targets based on the results of SCAG's predictive safety models. Based on our modeled safety targets, for 2022 we are forecasting a 2.7 percent decrease in fatalities, a 3.7 percent increase in serious injuries, and a 4.6 percent increase in non-motorized fatalities and serious injuries. Because targets will be updated annually, SCAG will have the opportunity to revisit and update its targets each calendar year. On January 6, 2022, the Transportation Committee approved recommending to the Regional Council to approve the proposed safety targets.

The corresponding adopting resolution, Resolution No. 22-640-4, reaffirms SCAG's regional leadership role and commitment to advance activities outlined in Connect SoCal and the Regional Safety Strategy, as reflected above, and endorsement of a Regional Safety Policy to guide this work that:

- Endorses Zero Deaths as part of a comprehensive effort to strive to achieve zero transportation-related fatalities and serious injuries in the SCAG region;
- Motivates data-driven approaches, including High Injury Networks and safety modeling, to inform safety policy and planning and the strategic use of available funds and resources;
- Promotes equity in regional safety policies and plans by considering and analyzing impacts on Disadvantaged Communities, Communities of Concern, and Environmental Justice Areas, and protecting vulnerable roadway users, such as pedestrians and bicyclists, older adults and youth;
- Engages regional stakeholders in transportation safety policy and plan development, implementation, and evaluation, with the goal of achieving alignment with Zero Deaths;
- Provides leadership at the state and regional levels to promote safety, including supporting work on statewide efforts (e.g., SHSP) and legislation that furthers achieving Zero Deaths.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP (22-310.4883.01: Transportation Safety).

ATTACHMENT(S):

1. Caltrans Safety Performance Management Targets for 2022
2. Resolution 22-640-4 - 2022 Safety Targets and Regional Safety Policy

Safety Performance Management Targets for 2022

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2022 calendar year by August 31, 2021. Caltrans and OTS have adopted the following performance measures shown in Table 1.

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2022	Annual Percentage Change for 2022
Number of Fatalities	FARS	3,491.8	-3.61%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.042	-2.00%
Number of Serious Injuries	SWITRS	16,704.2	1.66%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.879	1.66%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,684.4	-3.61% for Fatalities and 1.66% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Federal Guidance and Requirements

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP.

In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- (1) the state Strategic Highway Safety Plan (SHSP) update cycle,
- (2) the state annual HSIP report content and schedule, and
- (3) the subset of the Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE).

The Safety Performance Management (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures as five-year rolling averages to carry out the HSIP. The performance measures include:

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

California Safety Planning and Target Setting

The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2020, California updated its SHSP, which is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads. The SHSP is a multi-disciplinary effort involving Federal, tribal, State, and local representatives from the 5Es who dedicate countless hours to improve safety and partnerships across disciplines where the 5Es represent education, enforcement, engineering, emergency response, and emerging technologies.

States must establish statewide targets for each of the federal safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities, and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- (1) estimating the existing trend to determine where the State is,
- (2) determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
- (3) estimating targets based on forecasted fatality reductions from safety plans.

Since SPMTs are applicable to all public roads in California, regional and local jurisdictions should be notified of the safety target setting process. On July 27, 2021, a virtual workshop was held to discuss the SPMTs with the MPOs and other vested stakeholders. During this workshop two possible scenarios for setting the 2022 SPMTs were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future; and (2) a target based on estimated impacts from completed activities and projects.

The current approach is the first scenario that uses a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future and is a data-driven process that estimates the impacts of external factors and safety improvements based on collision history.

Statewide Number of Fatalities

For 2022, the target for fatalities is the five-year rolling average of **3,491.8** with 3,229 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used from 2010 through 2019. Traffic fatalities generally increased from 2010 to 2017 in California as shown in Figure 1, but there was a 2.20% reduction in fatalities from 3,884 in 2017 to 3,798 in 2018 and a 5.00% reduction from 2018 to 3,606 in 2019. To continue this downward trend line for fatalities, the average reduction of 3.61% from 2017 to 2019 was used to forecast data for 2020 through 2022. In Figure 1, the green bars reflect the data that was available in FARS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.61%. The dark green line represents the 5-year rolling average of the annual fatality numbers.



FIGURE 1 – STATEWIDE NUMBER OF FATALITIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled along with an increase in the number of OTS grants from the prior year will assist California in continuing this downward trend in fatalities.

Statewide Number of Serious Injuries

For 2022, the target for serious injuries is the five-year rolling average of **16,704.2** with 17,259 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries from 2010 through 2018. Preliminary data for 2019 was used since final data was not available at the time of 2022 target setting. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in a significant increase from the last full year using the old definition. The trend line for serious injuries was based on the data from 2018 to 2019 with an annual increase of 1.66%, and the annual increase was used to forecast data for

2020 through 2022 to determine the five-year average. In Figure 2, the green bars reflect the data from SWITRS and the gray bars reflect the projected annual increase. The dark green line represents the 5-year rolling average of the annual serious injury numbers.

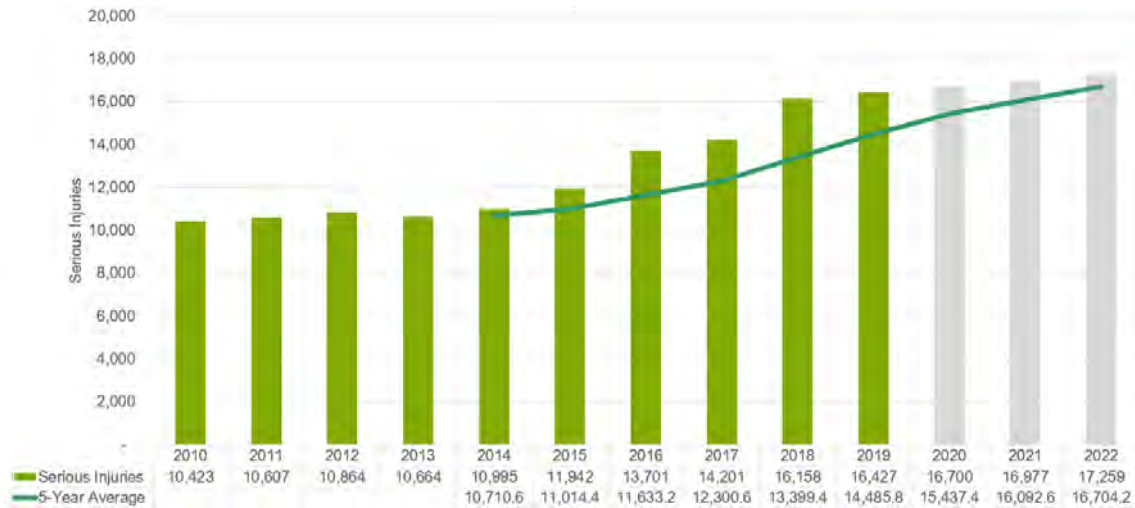


FIGURE 2 – STATEWIDE NUMBER OF SERIOUS INJURIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their jurisdictions. This coupled with an increase in the number of OTS grants from the prior year will assist California in reversing the upward trend in serious injuries.

Statewide Traffic Volumes

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT). VMT data from the Highway Performance Monitoring System was used through 2018 as VMT data for 2019 was not available at the time of 2022 target setting. In Figure 3, traffic volumes have been steadily increasing since 2011. The 2019 VMT was projected to increase 0.9 percent over 2018 and then remain flat through 2022 due to the uncertainties of the pandemic.

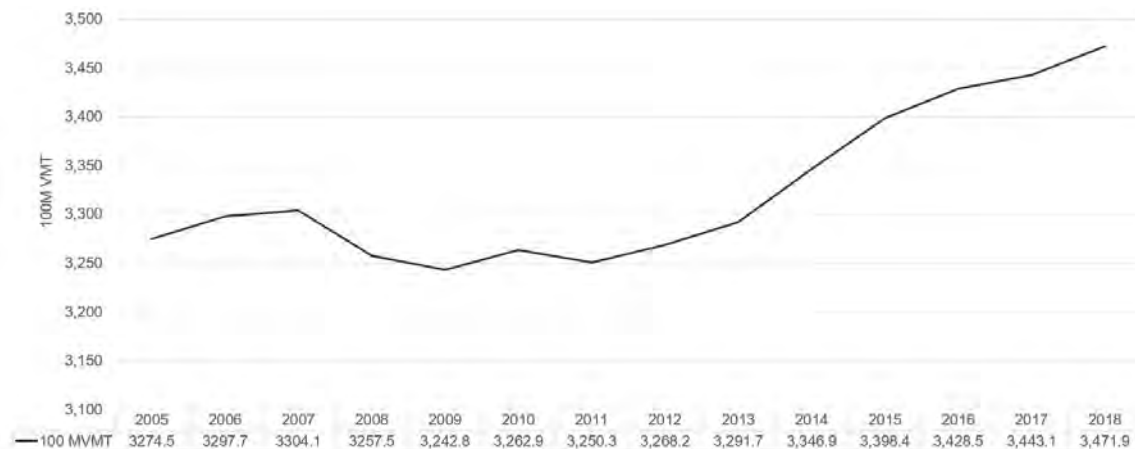


FIGURE 3 –STATEWIDE TRAFFIC VOLUMES

Statewide Fatality Rate

For 2022, the target for the fatality rate is the five-year rolling average of **1.042** with an annual rate of 1.00 projected for the same year. The trend line for the fatality rate is based on the average annual reduction from 2016 through 2019. The fatality rate did not change between 2016 and 2017, a 3.37% reduction between 2017 and 2018, and a 2.83% reduction between 2018 and 2019, so the calculated average reduction for the fatality rate is 2.01%. To continue this downward trend line for the fatality rate, the reduction was used to forecast data for 2020 through 2022. In Figure 4, the green bars reflect the available data for the annual fatality rates and the gray bars reflect the trend line reduction. The dark green line represents the 5-year rolling average of the annual fatality rates.

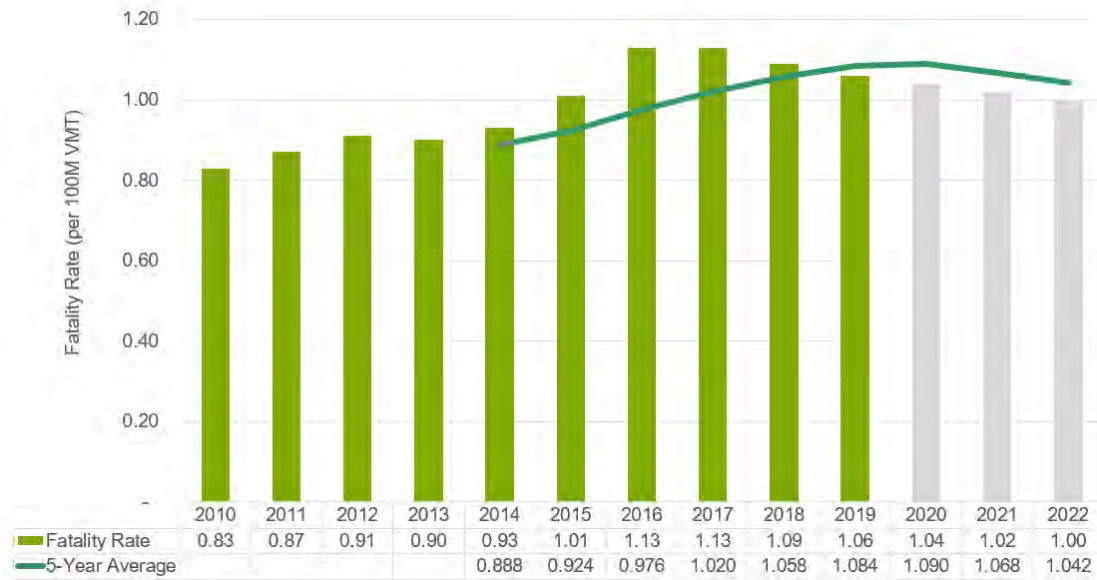


FIGURE 4 – STATEWIDE FATALITY RATE (PER 100M VMT)

Statewide Serious Injury Rate

For 2022, the target for the serious injury rate is the five-year rolling average of **4.879** with an annual rate of 5.06 projected for the same year. The serious injury rate was projected by 1.66% from 2020 through 2022. In Figure 5, the green bars reflect the available data for the annual serious injury rates and the gray bars reflect the trend line projection. The dark green line represents the 5-year rolling average of the annual serious injury rates.

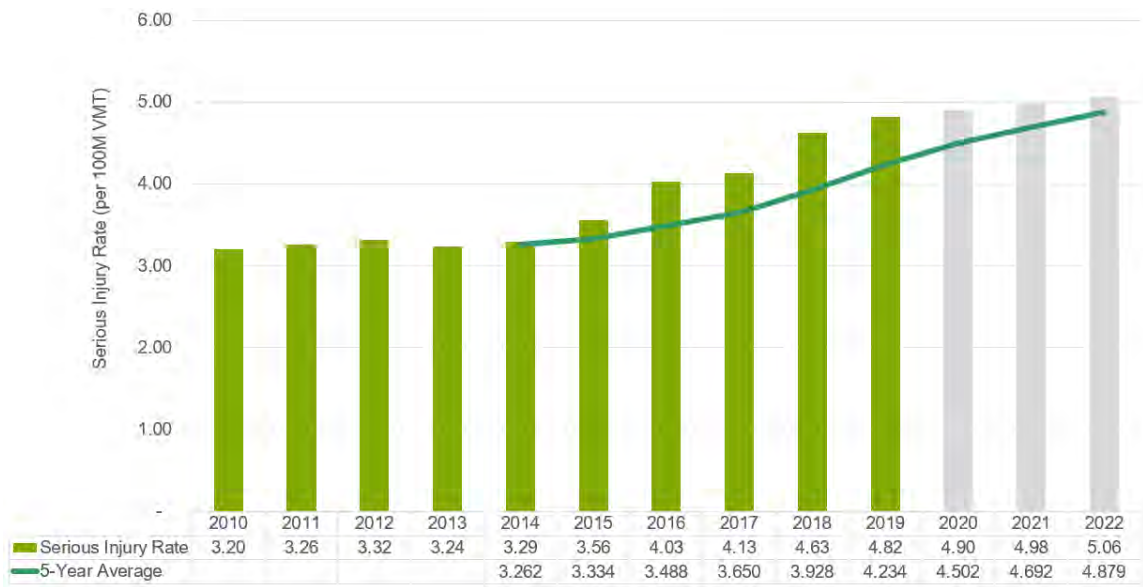


FIGURE 5 – STATEWIDE SERIOUS INJURY RATE (PER 100M VMT)

Statewide Non-Motorized Fatalities and Non-Motorized Serious Injuries (Pedestrians and Bicyclists)

For 2022, the target for non-motorized fatalities and serious injuries is the five-year average of **4,684.4** with an annual frequency of 4,740 for the same year. In Figure 6, the green bars reflect the number of fatalities from FARS and serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars reflect the annual 3.61% decrease in fatalities and annual 1.66% increase in serious injuries as previously discussed.

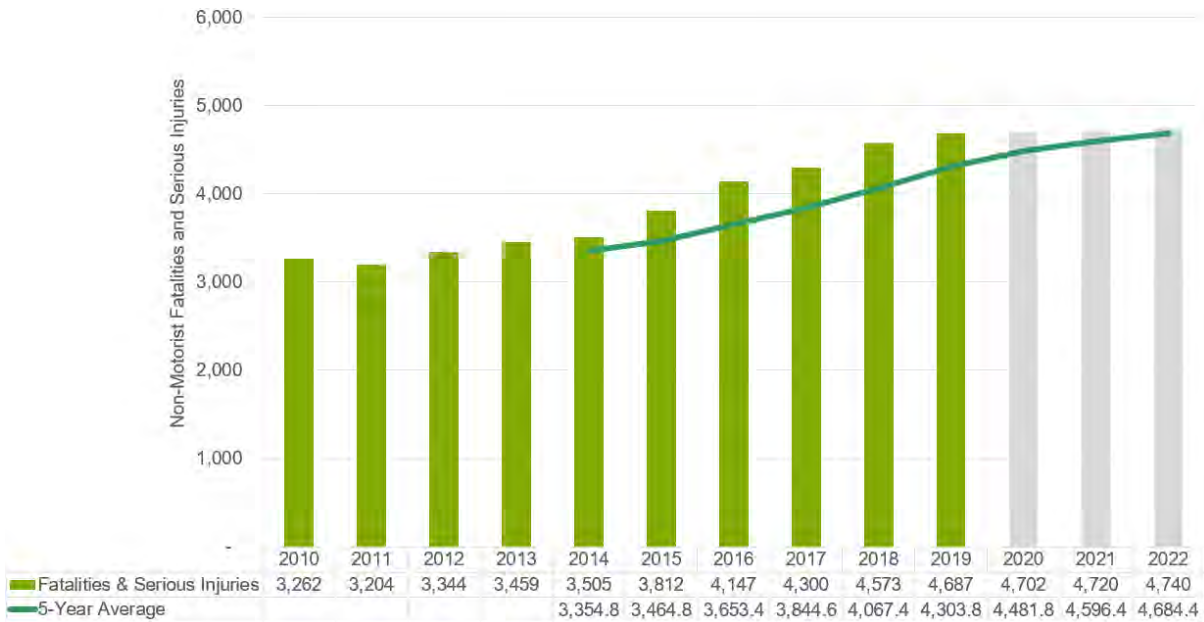


FIGURE 6 – STATEWIDE NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED)

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RESOLUTION NO. 22-640-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE 2022 SAFETY TARGETS AND REGIONAL SAFETY POLICY

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

WHEREAS, SCAG is the largest Metropolitan Planning Organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving 19 million people pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

REGIONAL COUNCIL OFFICERS

- President Clint Lorimore, Eastvale
First Vice President Jan C. Harnik, Riverside County Transportation Commission
Second Vice President Carmen Ramirez, County of Ventura
Immediate Past President Rex Richardson, Long Beach

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

WHEREAS, improving mobility, accessibility, reliability, and transportation safety has been a goal included in SCAG's long-range plans, including Connect SoCal, for decades; and

COMMITTEE CHAIRS

- Executive/Administration Clint Lorimore, Eastvale
Community, Economic & Human Development Jorge Marquez, Covina
Energy & Environment David Pollock, Moorpark
Transportation Sean Ashton, Downey

WHEREAS, transportation safety is a serious issue in the region, where on average 1,450 people are killed, 5,500 are seriously injured, and 124,000 are injured in traffic collisions every year; and

WHEREAS, transportation safety is an equity issue because low-income and communities of color are disproportionately impacted; 66 percent of SCAG's current High Injury Network exists in Disadvantaged Communities; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) Act requires MPOs to establish annual safety targets; and

WHEREAS, 23 U.S. Code §450 requires the Regional Transportation plan to include a system performance report, including progress achieved by the MPO in meeting safety performance targets, and requires the Transportation Improvement Program (TIP), once implemented is designed to make progress toward achieving the safety performance targets; and

WHEREAS, Zero Deaths (ZD) provides a framework for reducing fatalities and serious injuries on all public roads, utilizing a safe systems approach that is based on the understanding that even one traffic-related fatality is unacceptable, and that the road system needs to put layers of protection in the form of safe roads, vehicles, speeds, and people (safe road users) around the fallible and vulnerable human in order to prevent fatalities and serious injuries; and

Attachment: Resolution 22-640-4 - 2022 Safety Targets and Regional Safety Policy (Regional Transportation Safety Targets 2022)

WHEREAS, SCAG recognizes that it can help in motivating and facilitating action to reduce fatalities and serious injuries, and it seeks to continue to lead or join aligned ZD efforts; and

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that SCAG hereby adopts calendar year 2022 safety targets, with the long-term aim of achieving Zero Deaths; and

BE IT FURTHER RESOLVED THAT:

1. SCAG adopts a Regional Safety Policy to commit to working with partner agencies to encourage and support actions towards the elimination of transportation-related fatalities and serious injuries by 2050, if not sooner, in Southern California; and
2. SCAG endorses Zero Deaths as a comprehensive and holistic approach to achieving this goal; and
3. SCAG affirms its commitment to motivating data driven approaches, including High Injury Networks and safety modeling, to inform safety policy and planning and the strategic use of available funds and resources; promoting equity in regional safety policies and plans by considering and analyzing impacts on Disadvantaged Communities, Environmental Justice Areas, and Communities of Concern, and protecting vulnerable roadway users, such as pedestrians and bicyclists, older adults and youth; engaging regional stakeholders in transportation safety policy and plan development, implementation, and evaluation, with the goal of achieving alignment with ZD; and providing leadership at the state and regional levels to promote safety, including supporting work on statewide efforts (e.g., SHSP) and legislation that furthers ZD; and
4. SCAG encourages partner agencies to sign on to the [Go Human Safety Pledge](#), and in doing so, commit to safety by creating streets that promote walking, biking, and community connections; and
5. SCAG also encourages partner agencies to consider adopting and developing ZD policies and plans for their respective jurisdictions.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3 day of February, 2022.

[SIGNATURES ON FOLLOWING PAGE]

Clint Lorimore
President, SCAG
Mayor, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



AGENDA ITEM 9
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rongsheng Luo, Program Manager II
(213) 236-1994, luo@scag.ca.gov

Subject: Transmittal to South Coast Air Quality Management District of Draft 2022
Air Quality Management Plan Appendix IV-C Regional Transportation
Plan/Sustainable Communities Strategy and Transportation Control
Measures

RECOMMENDED ACTION FOR RC:

Approve transmittal to the South Coast Air Quality Management District of the Draft 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Pursuant to the California Health and Safety Code, SCAG is responsible for preparing a portion of the Air Quality Management Plan (AQMP) for the South Coast Air Basin relating to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and transportation control measures (TCMs), which is commonly known as "Appendix IV-C" of the AQMP. The Draft 2022 AQMP Appendix IV-C contains the key policies and strategies of the adopted Connect SoCal (2020 RTP/SCS) as well as a review of reasonably available TCMs. At its meeting on January 6, 2022, the EEC recommended that the Regional Council (RC) approve transmittal of the Draft Appendix IV-C to the South Coast Air Quality Management District (AQMD) for inclusion in the Draft 2022 AQMP, which is anticipated to be released for public review and comment in March 2022.

BACKGROUND:

Pursuant to the Federal Clean Air Act (CAA), the 2022 AQMP is being prepared primarily to attain the federal 2015 8-hour ozone national ambient air quality standard in the South Coast Air Basin. The 2022 AQMP is being jointly prepared by three responsible agencies: the South Coast Air Quality Management District (South Coast AQMD), the lead agency, the California Air Resources Board

(ARB), and SCAG. The 2022 AQMP is required to be submitted to the U.S. Environmental Protection Agency (EPA) by August 3, 2022.

SCAG's role in the 2022 AQMP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided this data to the respective agencies. In addition to the technical data, SCAG is also responsible for writing a portion of the 2022 AQMP on the region's RTP/SCS and TCMs as they relate to air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal (2020 RTP/SCS); a list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and, pursuant to Clean Air Act requirements, an analysis of reasonably available TCMs. The Executive Summary of the Draft Appendix IV-C is attached to this staff report.

The Draft 2022 AQMP is anticipated to be released by SCAQMD in March 2022 for public review. Staff plans to invite South Coast AQMD staff to present to the EEC on the Draft 2022 AQMP after the public release.

After the public review, the Draft Appendix IV-C will be revised as appropriate and the Final Appendix IV-C will be presented to the Regional Council for final adoption, anticipated in May or June of 2022. Upon adoption by the RC, the Final Appendix IV-C will be transmitted to South Coast AQMD for inclusion into the Final 2022 AQMP.

Note that additional air quality plans are also being developed by the other four local air districts within the SCAG region in collaboration with ARB. Staff has been closely participating in and monitoring these air quality planning efforts and will report on any significant issues to EEC as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2021-22 Overall Work Program (22-025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. Executive Summary of Draft 2022 AQMP Appendix IV-C 02032022

DRAFT 2022 Air Quality Management Plan (AQMP) APPENDIX IV-C

Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

February 2022

SCAG MISSION STATEMENT

Under the guidance of the Regional Council and in collaboration with our partners, our mission is 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.

SCAG REGIONAL COUNCIL

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Tribal Government Representative

Andrew Masiel, Sr.

Business Representative

Randall Lewis

Executive Summary

This Appendix IV-C (Appendix or Appendix IV-C throughout) describes the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs) to address the 2015 8-hour ozone standards in the South Coast Air Basin as part of South Coast Air Quality Management District's (South Coast AQMD) Draft 2022 Air Quality Management Plan (AQMP). This Appendix IV-C is based on SCAG's Final 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS, also known as Connect SoCal) and 2021 Federal Transportation Improvement Program (FTIP), as amended. The RTP/SCS and FTIP were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions (CTCs) in the South Coast Air Basin, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino County Transportation Authority, were actively involved in the development of the regional transportation measures of this Appendix.

This Appendix consists of the following three Sections.

Section I. Introduction

As required by federal and state laws, SCAG is responsible for ensuring that the regional transportation plan, program, and projects are supportive of the goals and objectives of applicable AQMPs and State Implementation Plans (AQMPs/SIPs). SCAG is also required to develop demographic projections and regional transportation strategy and control measures for the South Coast AQMD's AQMP/SIP.

As the Metropolitan Planning Organization (MPO) for the six county region comprising SCAG's jurisdiction, SCAG is obligated to develop an RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and enhance transportation investments. The RTP/SCS is required by federal laws to demonstrate transportation conformity and also to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB) pursuant to SB 375. Pursuant to the California Health and Safety Code, the RTP/SCS constitutes the Regional Transportation Plan/Sustainable Communities and Transportation Control Measures of the South Coast AQMD's AQMPs.

In addition, SCAG develops the biennial FTIP. The FTIP is a list of multimodal capital improvement projects to be implemented over a six year period. The FTIP implements the programs and projects in the RTP/SCS.

Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs)

The SCAG region faces many critical challenges including demographics, transportation system preservation, transportation funding, goods movement, housing, air quality, climate change, and public

health. Under the guidance of the goals and objectives adopted by SCAG’s Regional Council, SCAG’s governing board, the Connect SoCal was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of more than three years of work involving dozens of public agencies, 197 local jurisdictions in the SCAG region, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Connect SoCal was adopted by SCAG’s governing board, the Regional Council, on May 7, 2020 for transportation conformity purposes only and on September 3, 2020 for all purposes.

To realize a sustainable and connected region, Connect SoCal includes a Core Vision that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets; five Key Connections that augment the Core Vision to address trends and emerging challenges while closing the gap between what can be accomplished through intensification of core planning strategies alone and what must be done to meet increasingly aggressive greenhouse gas reduction goals; as well as action-oriented transportation strategies and Sustainable Communities Strategy.

Core Vision

- Sustainable Development
- System Preservation and Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

Key Connections

- Smart Cities and Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility and Mobility as a Service

Transportation Strategies

- Preserve and Optimize Our Current System
 - Congestion Management
 - Congestion Pricing
 - Transportation Demand Management (TDM)
 - Transportation System Management (TSM)
- Completing Our Transportation System
 - Transit
 - Passenger Rail
 - Active Transportation

- Transportation Safety
- Highway and Arterial Network
- Regional Express Lane Network
- Goods Movement
- Aviation
- Technological Innovations and Emerging Technology

Sustainable Communities Strategy

- Focus Growth Near Destinations & Mobility Options
- Promote Diverse Housing Choices
- Leverage Technology Innovations
- Support Implementation of Sustainability Policies
- Promote a Green Region

Transportation Control Measures (TCMs)

Connect SoCal includes, as a subset of transportation strategies, SIP-committed transportation programs and projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality, better known as Transportation Control Measures or “TCMs.” In the South Coast Air Basin, TCMs include the following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the 2021 FTIP:

1. Transit and non-motorized modes;
2. High Occupancy Vehicle (HOV) Lanes and their pricing alternatives; and
3. Information-based strategies (e.g., traffic signal synchronization).

Attachment A of Appendix IV-C is a list of transportation control measure projects that are from SCAG’s 2021 FTIP and specifically identified and committed to in the Draft 2022 AQMP/SIP. Per the federal Clean Air Act (CAA), these committed TCMs are required to receive funding priority and be implemented in a timely manner. In the event that a committed TCM cannot be delivered or will be significantly delayed, there must be a substitution for the TCM. It is important to note that as the SCAG’s FTIP is updated every two years, new committed TCMs are automatically added to the applicable SIP from the previous FTIP.

Plan Emissions Reduction Benefits

If the future vehicle fleet mix and emission factors are held constant as those in the Connect SoCal base year 2016, Connect SoCal is estimated to yield a reduction in NOx emissions by about 1.5 tons per day (tpd) in 2025, 4.1 tpd in 2035, and 6.8 tpd in 2045 compared with their respective Baselines without Connect SoCal. However, if accounting for mandated future improvement in vehicle fleet mix and emission factors, the estimated NOx emission reduction from Connect SoCal is reduced by 60 to 73 percent, because the vehicles as a whole are becoming much cleaner and reduction of every vehicle mile traveled from Connect SoCal yields less reduction in NOx emissions.

Plan Investment

The total expenditure for the various strategies in Connect SoCal is forecasted to be \$638.9 billion for the entire six-county SCAG region. Connect SoCal has identified the same amount of total revenues from both existing and several new funding sources that are reasonably expected to be available.

Cost-Benefit Analysis

Implementation of Connect SoCal will secure a safe, efficient, sustainable and prosperous future for the SCAG region. To demonstrate how effective Connect SoCal would be toward achieving our regional goals, SCAG conducted a Connect SoCal vs. Connect SoCal Baseline cost-benefit analysis utilizing the Cal-B/C Model to calculate regional network benefits – essentially comparing how the region would perform with and without implementation of the Connect SoCal.

Compared with the alternative without the Plan, Connect SoCal would result in significant benefits to our region, not only with respect to mobility and accessibility, but also in the areas of air quality, economic growth and job creation, sustainability and environmental justice. Altogether, the transportation investments in Connect SoCal will provide a return of two dollars for every dollar invested compared with the Baseline alternative.

Section III. TCM Reasonably Available Control Measure Analysis

As required by the CAA, a Reasonably Available Control Measure (RACM) analysis must be included as part of the overall control strategy in the ozone SIP to ensure that all potential control measures are evaluated for implementation and that justification is provided for those measures that are not implemented. This Appendix IV-C contains the TCM RACM component for the South Coast ozone control strategy. In accordance with the U.S. Environmental Protection Agency (EPA) procedures, this analysis considers TCMs in Connect SoCal, measures identified by the CAA, and relevant measures adopted in other ozone nonattainment areas of the country.

Based on this comprehensive review, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM.



Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Contract Amendment Greater Than 30% of the Contract's Original Value:
Contract No. 22-018-C01, Legal Services

RECOMMENDED ACTION:

Approve Amendment No. 1 to contract 22-018-C01, with Sohagi Law Group, PLC, to provide additional legal services related to the analysis of SCAG's Greenprint, in an amount not-to-exceed \$45,600, increasing the contract value from \$20,000 to \$65,600. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On September 14, 2021, staff awarded contract 22-018-C-1 to Sohagi Law Group because staff deemed it necessary to retain legal counsel services to provide legal advice to SCAG in connection with the SoCal Greenprint (a strategic conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions). Specifically, Sohagi Law Group analyzed whether or not the Greenprint could be used in the development process to successfully challenge projects under the California Environmental Quality Act (CEQA) and to provide other Greenprint-related advice.

Due to the need to continue having outside counsel services for the tasks described above staff now requires amendment of this contract to extend services as work on the Greenprint continues pursuant to direction given by the Regional Council at the October 2021 meeting.

This amendment exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council's approval.



BACKGROUND:

Staff recommends executing the following amendment greater than 30% of the contract's original value:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Amendment Amount</u>
Sohagi Law Group, PLC (22-018-C01)	The consultant shall provide additional legal services to support the SoCal Greenprint.	\$45,600

FISCAL IMPACT:

Funding of \$20,000 is available in the FY 2021-22 (FY22) Overall Work Program (OWP) in Project Number 290-4862E.02. The amount of \$45,600 for this contract amendment will be included in Budget Amendment 3 to the FY22 OWP. Funds not spent by June 30, 2022, will carry over to next fiscal year in Project Number 290-4862E.02, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-018-C01 Amendment No. 1
2. Contract Summary 22-018-C01 Amendment No. 1 COI

CONSULTANT CONTRACT NO . 22-018-C01 AMENDMENT NO. 1

Consultant: Sohagi Law Group, PLC

Background & Scope of Work:

On September 14, 2021, staff awarded contract 22-018-C-1 to Sohagi Law Group because staff deemed it necessary to retain legal counsel services to provide legal advice to SCAG in connection with the SoCal Greenprint (a strategic conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions). Specifically, Sohagi Law Group analyzed whether or not the Greenprint could be used in the development process to successfully challenge projects under the California Environmental Quality Act (CEQA) and to provide other Greenprint-related advice.

Essential tasks of Greenprint advisory work includes, but is not limited to:

1. Preparing a written opinion on the aforementioned topic;
2. Presenting this opinion, if required, before the Regional Council or in other meetings and providing advice relating thereto;
3. Advising SCAG on matters relating to the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) due to a professional conflict that requires the Chief Counsel’s recusal on this specific proposed data set; and
4. Meeting with SCAG staff and stakeholders to discuss issues germane to the aforementioned topics.

Due to the need to continue having outside counsel services for the tasks described above staff now requires amendment of this contract to extend services as work on the Greenprint continues pursuant to direction given by the Regional Council at the October 2021 meeting.

Lastly, this amendment also increases the contract value from \$20,000 to 65,600 (an increase of \$45,600) and extends the contract term from 6/30/22 to 6/30/23

Project’s Benefits & Key Deliverables:

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

- Providing legal counsel to SCAG and its decision-making bodies with respect to the matters described above.

Strategic Plan:

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

Amendment Amount:	Amendment 1	\$45,600
	Original contract value	<u>\$20,000</u>
	Total contract value is not to exceed	\$65,600

This amendment exceeds the 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council’s approval.

Attachment: Contract Summary 22-018-C01 Amendment No. 1 (Contract Amendment Greater Than 30% of the Contract’s Original Value:

Contract Period: September 14, 2021 through June 30, 2023

Project Number(s): 290-4862E.02 \$20,000
Funding source: Transportation Development Act (TDA)

Funding of \$20,000 is available in the FY 2021-22 (FY22) Overall Work Program (OWP) in Project Number 290-4862E.02. The amount of \$45,600 for this contract amendment will be included in Budget Amendment 3 to the FY22 OWP. Funds not spent by June 30, 2022 will carry over to next fiscal year in Project Number 290-4862E.02, subject to budget availability.

Basis for the Amendment

Staff initially awarded this sole source contract pursuant SCAG’s Procurement Manual (dated January 2021 – sections 5.6 and 7.3). Sohagi Law Group has extensive expertise in the precise areas of CEQA and interaction of CEQA in regional planning and mapping tools. Further, they demonstrate excellent understanding of the issues raised by specific stakeholders in the Greenprint process. Finally with respect to the AVRCIS, Ms. Sohagi has extensive knowledge and experience on this issue and is cognizant of the issues relating to Chief Counsel’s professional conflict.

It is necessary to continue having outside counsel services for Greenprint related work, consistent with to direction given by the Regional Council at the October 2021 meeting. It is necessary for SCAG to have legal counsel for advice relating to the ACVRCIS.

**Conflict of Interest (COI) Form - Attachment
For February 3, 2022 Regional Council Approval**

Approve Amendment No. 1 to contract 22-018-C01, with Sohagi Law Group, PLC, to provide additional legal services related to the analysis of SCAG’s Greenprint, in an amount not-to-exceed \$45,600, increasing the contract value from \$20,000 to \$65,600. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Sohagi Law Group, PLC	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-018-C01

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: The Sohagi Law Group, PLC
Name of Preparer: Margaret Sohagi
Project Title: SoCal Greenprint
Date Submitted: January 18, 2022

SECTION II: QUESTIONS

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

YES NO

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

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

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Margaret Sohaig, hereby declare that I am the (position or title) Principal/Owner of (firm name) The Sohagi Law Group, PLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated January 18, 2022 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Margaret Sohaig

Signature of Person Certifying for Proposer
(original signature required)

January 18, 2022

Date

NOTICE

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



AGENDA ITEM 11
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Javiera Cartagena, Director of Government and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov
Subject: Legislative Platform Mid-Cycle Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Each year, the Regional Council (RC) adopts a legislative platform for the state and federal legislative sessions for that year. The Legislative/Communications & Membership Committee (LCMC) discussed staff recommendations to update the agency’s legislative platform at its January 18, 2022 meeting. As we are in the middle of two-year Legislative and Congressional legislative sessions, staff recommended several minor updates, with an emphasis on removing redundancies. In addition, staff recommended updating the platform to reflect the recent enactment of the federal Infrastructure Investment and Jobs Act (IIJA) and to acknowledge SCAG’s inclusive economic development work. Last, staff recommended updates to the platform to make it consistent with the RC’s recently adopted goals for sponsored legislation. After its discussion, the LCMC voted unanimously to forward the draft 2020 State and Federal Legislative Platform to the RC with a recommendation to approve. If approved by the RC, staff will immediately work to advance these priorities in the 2022 session.

BACKGROUND:

As we are in the middle of a two-year Legislative and Congressional legislative session, staff recommended a mid-cycle update to the adopted State and Federal Legislative Platform to the LCMC at its January 18, 2022 meeting. As part of this update, staff from the Legislation Department led a multi-month outreach effort to all SCAG planning departments to identify opportunities to improve the platform for 2022. Proposed changes included minor updates and the removal of outdated or redundant priority points. Staff also recommended the addition of new priorities to

incorporate the agency’s recently adopted goals for sponsored legislation, reflect the recent enactment of the IIJA, which reauthorized the nation’s surface transportation programs, and points that acknowledge SCAG’s inclusive economic development work.

Staff recommends a more comprehensive update to the Legislative Platform at the conclusion of the current Legislative and Congressional sessions, after the 2022 General Election.

The recommended updates to the adopted legislative platform are highlighted in the following tables:

<u>State</u>	
Active Transportation	Affordable Housing & Housing Production
Broadband Access	Building Resilience
Cap & Trade	Congestion Reduction
Economic Development *NEW*	Expanding Opportunity
Freight & Goods Movement	Government Efficiency
Project Streamlining	Public Health
Racial Justice	Technology & Data
Transportation Development Act	Transportation Funding
Transportation Safety	

<u>Federal</u>	
Affordable Housing, Homelessness & Local Government	Aviation
Broadband Access	Environment & Air Quality
Freight & Goods Movement	Project Streamlining
Public Health	Public-Private Partnerships
Public Transit & Mobility	Racial Justice
Surface Transportation Policy Reauthorization & Funding *EXPANDED*	Transportation Funding *COLLAPSED*

STATE

Staff recommended that the Active Transportation section be updated to remove redundant language while maintaining our commitment for more active transportation funding. This section was also updated to include support for initiatives to address extreme heat impacts.

Next, staff recommended updating the Affordable Housing & Housing Production section to include the Regional Council's recently adopted goals for sponsored legislation, specifically an expansion of the Infill Infrastructure Grant program and support for new incentives for local communities to approve new housing. In addition, staff recommends adding new points to express support for policies that expand access to homeownership and preserve existing affordable housing in this section.

Staff also recommended updates to the Broadband Access section to express support for additional funding and resources for tribal lands and anchor institutions. Staff also recommended the addition of two points that express support for further collaboration among all levels of government for expanding broadband infrastructure. The State and Federal sections were updated to maintain their consistency.

Staff recommended the Building Resilience section to be updated to express support for net-GHG reducing agriculture and integrated planning for land use with water supply and quality. The addition of these two points would make the Platform more consistent with Connect SoCal.

Due to the increased recognition of the supply-chain crisis and congestions at Southern California's ports, staff recommended the addition of a point in the Freight and Goods Movement section to express support for funding strategies that recognize the disproportionate goods movement impacts that the Southern California region faces.

Staff recommended updates to the Project Streamlining section to express support for reforming the implementation of SB 743's Vehicle Miles Traveled provisions to ensure that Southern California's unique and diverse landscapes are considered.

Staff recommended the inclusion of a point in the Technology and Data section to express support for a life-cycle approach for new zero emission and alternative fuel technologies, and specifically for batteries that power electric vehicles. During the deliberations at the January 18, 2022 LCMC meeting, Committee Members asked for a new point added to this section to express support for conducting a siting study for alternative fuel and electric vehicle charging and refueling infrastructure. Upon further research, staff confirmed that SCAG is already conducting the Passenger Electric Vehicle Charging Station Study (EVCSS) and the Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study. Therefore, staff recommends that the RC include a new advocacy point that expresses support for securing funding to assist with the implementation of the findings of these studies, to address the LCMC's concern and direction. This proposed point would be included in the federal Environment and Air Quality section, as well.

FEDERAL

In addition to technical clean-ups and consistency changes mentioned above, staff recommends merging the former Surface Transportation Policy and Transportation Funding sections. Staff makes this recommendation because the recently enacted IJJA contained many of the surface transportation policy priorities previously included in those two separate sections.

Prior Committee Action

At its January 18, 2022, meeting, the LCMC voted 13-0 to forward the 2022 State and Federal Legislative Platform to the Regional Council with a recommendation to approve. Along with the motion to forward the mid-cycle update to the RC, the LCMC voted to include a new advocacy point that would express SCAG's support for funding to conduct a regional siting study for electric vehicle charging and alternative fuel infrastructure. Upon further research, staff confirmed that SCAG is already conducting the Passenger Electric Vehicle Charging Station Study (EVCSS) and the Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study. Therefore, staff recommends the addition of point 54 in the State section and point 12 in the Federal section, as follows:

- Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

Staff recommends the inclusion of the point above to express support for securing funding to assist with the implementation of the findings of these ongoing studies and to address the LCMC's direction on this issue. Staff also recommends that the proposed point be included in the federal Environment and Air Quality section, as well.

FISCAL IMPACT:

Work associated with the Legislative Platform Mid-Cycle Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2021 SCAG Legislative Platform Proposed Changes - Clean
2. 2022 SCAG Legislative Platform Proposed Changes - Redline



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In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

SCAG'S LEGISLATIVE PROGRAM

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

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

The following state and federal legislative principles for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

STATE

Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

Affordable Housing & Housing Production

3. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
4. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
5. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
6. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
7. Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
8. Advocate for stronger coordination with HCD to support the efforts of jurisdictions to realize shared housing production goals by providing greater flexibility for local jurisdictions conducting housing element updates and for jurisdictions that have completed their housing elements and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.
9. In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
10. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.3 million units, as provided by HCD, a number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of competitive housing programs.
11. As the population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support pandemic rental assistance programs to assist renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction, and financial hardship due to the public health emergency.
12. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
13. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

14. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.

Broadband Access

15. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
16. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
17. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

Building Resilience

18. Advocate that communities affected by natural disasters receive the resources they need to rebuild.
19. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
20. In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
21. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.
22. Support preservation of net-GHG reducing agriculture with a focus on economic development, local food production, and supply.
23. Promote the integrated planning for land use with water supply and quality.

Cap & Trade

24. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
25. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
26. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.
27. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

Congestion Reduction

28. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
29. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.

30. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

Economic Development

31. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
32. Support identification of ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

Expanding Opportunity

33. Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
34. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

Freight & Goods Movement

35. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
36. Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
37. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
38. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

Government Efficiency

39. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.
40. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings via teleconference and other electronic means.

Project Streamlining

41. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
42. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
43. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.
44. Support efforts to reform the implementation of SB 743's Vehicle Miles Traveled (VMT) provisions, such as more comprehensive CEQA guidance concerning "additionality," unintended consequences for

housing development, and regional solutions, and project-specific design considerations for the State's unique and diverse landscapes.

Public Health

45. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
46. Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.
47. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
48. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

49. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

50. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
51. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
52. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
53. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.
54. Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

Transportation Development Act

55. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

56. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

Transportation Funding

57. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
58. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
59. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
60. Support increased funding for transportation projects based on applied regional performance metrics.
61. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.
62. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

Transportation Safety

63. Support legislation and updated statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.
64. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.
65. Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

FEDERAL

Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or backfill tax revenue lost due to the global pandemic.
2. As the population of unhoused individuals and families continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.

5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses unrelated to the nation's aviation transportation system.

Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
8. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
9. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

Environment & Air Quality

10. Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.
11. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.
12. Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

Freight & Goods Movement

13. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
14. Support increased transparency measures for competitive grant awards.
15. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
16. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
17. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

Project Streamlining

18. Support measures that expedite and streamline both project development and delivery.

Public Health

19. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open

space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

20. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
21. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

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

Public Transit & Mobility

25. Support efforts that expand public transit projects and services, both bus and rail, in the region to reduce congestion and enhance sustainability.
26. Support federal grant or pilot programs for comprehensive planning that encourages Transit-Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
27. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

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28. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy & Funding

29. Support increased federal funding to provide stable investments into the national infrastructure and transportation system.
30. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
31. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.
33. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.

34. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
35. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
36. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
37. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP) program.



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- ~~2. Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.~~
- ~~3.2.~~ Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

Affordable Housing & Housing Production

- ~~3. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.~~
- ~~4. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.~~
- ~~4.5.~~ Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
- ~~5.6.~~ While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
- ~~6.7.~~ Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
- ~~7.8. As Advocate for stronger coordination with HCD to support the efforts of jurisdictions in the SCAG region work to accommodate a 6th-Cycle RHNA allocation of 1.3 million units, as provided to realize shared housing production goals by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5th cycle, advocate for providing greater flexibility to for local jurisdictions for their conducting housing element updates and for jurisdictions that have completed their housing elements and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.~~
- ~~8.9.~~ In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
- ~~9.10. Continue to refine Advocate for funding programs and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect that support regional equity to accommodate the reality SCAG region's 6th Cycle RHNA allocation of Southern California's growth patterns, such 1.3 million units, as Integrated Connectivity Projects. Support provided by HCD, a regional equity goal number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of AHSC revenues competitive housing programs.~~
11. As the homeless population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support new state

~~funding pandemic rental assistance~~ programs to assist ~~cities, counties, and regional collaborations to address renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction prevention, and financial hardship due to the challenges associated with public health emergency.~~

~~10-12.~~ While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

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~~14.~~ Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.

Broadband Access

~~11-15.~~ Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.

~~16.~~ Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.

~~17.~~ Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

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~~12.~~ Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.

~~13-18.~~ Advocate that communities affected by natural disasters receive the resources they need to rebuild.

~~14-19.~~ Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.

~~15-20.~~ In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.

~~16-21.~~ Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

~~22.~~ Support preservation of net-GHG reducing agriculture with a focus on economic development, local food production, and supply.

~~23.~~ Promote the integrated planning for land use with water supply and quality.

Cap & Trade

~~17-24.~~ Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.

~~18-25.~~ Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.

~~19-26.~~ Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.

~~20-27.~~ Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

Congestion Reduction

~~21-28.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

~~22.~~ Support legislation that expands access to commuter benefit programs for employees.

~~23-29.~~ Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.

~~24-30.~~ Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

Economic Development

~~31.~~ Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.

~~32.~~ Support identification of ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

Expanding Opportunity

~~25-33.~~ Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.

~~26-34.~~ Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

Freight & Goods Movement

~~27-35.~~ Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.

~~28-36.~~ Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.

~~29-37.~~ Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

~~38.~~ Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

Government Efficiency

~~30-39.~~ Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote, while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.

~~31.40.~~ Support legislative efforts to ~~make permanent aspects of Governor Newsom's Executive Order N 29-20 which modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and~~ allow local government agencies ~~to conduct flexibility in conducting~~ official meetings via teleconference and other electronic means ~~without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.~~

Project Streamlining

~~32.41.~~ While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.

~~33.42.~~ Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.

~~34.~~ Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes to expedite legal review of CEQA challenges.

~~35.43.~~ Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

~~44.~~ Support efforts to reform the implementation of SB 743's Vehicle Miles Traveled (VMT) provisions, such as more comprehensive CEQA guidance concerning "additionality," unintended consequences for housing development, and regional solutions, and project-specific design considerations for the State's unique and diverse landscapes.

Public Health

~~36.45.~~ Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

~~37.46.~~ Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.

~~38.47.~~ Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

~~39.48.~~ Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

~~40.49.~~ Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

~~41.50.~~ Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.

~~42-51.~~ Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies ~~and~~, mobility choices, land use collaboration, and regional conservation opportunities.

~~52.~~ Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ~~ensures~~ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

~~53.~~ As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

~~43-54.~~ Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

Transportation Development Act

~~44-55.~~ Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

~~45-56.~~ Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

Transportation Funding

~~46.~~ ~~Support additional emergency funding for the SCAG region's local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.~~

~~47-57.~~ Protect all existing and new ~~sources of~~ transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.

~~48-58.~~ Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.

~~49-59.~~ Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.

~~50-60.~~ Support increased funding for transportation projects based on applied regional performance metrics.

~~51-61.~~ Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.

~~52-62.~~ Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

Transportation Safety

~~53-63.~~ Support legislation and updated, statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to

combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.

~~54-64.~~ Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.

~~55-65.~~ Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

FEDERAL

Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or ~~to~~ backfill tax revenue lost due to the global pandemic.
2. As the ~~homeless~~ population of unhoused individuals and families continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses ~~not related~~ unrelated to the nation's aviation transportation system.

Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
8. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
9. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

Environment & Air Quality

~~8. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero emission vehicle (ZEV) requirements.~~

~~9-10.~~ Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.

11. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

~~10.12.~~ Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

Freight & Goods Movement

~~11.13.~~ Support increased funding and policy proposals in the surface transportation authorization and annual appropriations bills that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.

~~12.~~ Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.

~~13.14.~~ Expand the INFRA program to include both competitive and formula based awards and support increased transparency measures for competitive grant awards. Reestablish the Projects of National and Regional Significance (PNRS) program for large freight/goods movement projects.

~~14.15.~~ Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.

~~16.~~ Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

~~15.17.~~ Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

Project Streamlining

~~16.18.~~ Support measures that expedite and streamline both project development and delivery.

Public Health

~~17.19.~~ Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

~~18.20.~~ Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

~~19.21.~~ Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

~~20.22.~~ Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.

- ~~21. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.~~
- ~~22. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.~~
23. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allowenable savings to be reinvested in additional infrastructure upgrades at airports, ~~sea ports~~seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
24. Support efforts to protect the tax exemption of municipal bonds.

Public Transit & Mobility

25. Support efforts that expand public transit projects and services, both bus and rail, in the region to reduce congestion and enhance sustainability.
26. Support federal grant or pilot programs for comprehensive planning that encourages Transit-Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
27. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

Racial Justice

28. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy ~~Reauthorization~~ & Funding

29. ~~Support a long term surface transportation reauthorization with~~Support increased federal funding to provide stable investments into the national infrastructure and transportation system.
- ~~30. Continue the Infrastructure for Rebuilding America (INFRA) grant program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation's major freight corridors.~~
- ~~31.~~30. Expand eligibility for any planning grant programs ~~in a surface transportation policy bill~~ to include MPOs as eligible recipients.
- ~~32.~~31. ~~Support a surface transportation reauthorization bill that includes~~Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local ~~investment~~investments while leveraging federal dollars to deliver transportation improvements.
- ~~33.~~32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

Transportation Funding

- ~~34.~~33. Support a transition to a mileage-based user fee funding mechanism as a replacement to ~~the~~ federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. ~~Support modest increases~~Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
- ~~35.~~34. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.

- ~~36.35.~~ Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
- ~~37.36.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
- ~~38.37.~~ Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP) program.



AGENDA ITEM 12
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)
From: Javiera Cartagena, Director of Government and Public Affairs
(213) 236-1980, cartagena@scag.ca.gov
Subject: SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve up to \$15,000 for memberships with the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its January 18, 2022, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$15,000 to retain membership with the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000).

BACKGROUND:

Item 1: California Contract Cities Association
Type: Membership **Amount:** \$5,000

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of CCCA is to serve as an advocate for cities contracting for municipal services and to ensure they receive these services at a minimum cost. Through educational seminars, networking opportunities, and partnerships with numerous public, private, and not-for-profit organizations, the Association provides meaningful resources to influence policy decisions affecting member cities. The Association is composed of 73 member cities and represents more than 7.5 million residents from across California.

SCAG staff is recommending that the agency maintain membership at the "Silver" level, which will provide SCAG with the following:

-
- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) agency representative);
 - Link to SCAG website in Associate Members Directory on CCCA website;
 - Priority Selection for Annual Municipal Seminar booth location;
 - Sponsor recognition (including signage) at educational seminars;
 - Invitation to select CCCA City Managers/Administrators Committee meetings;
 - Access to CCCA membership roster and conference registration lists;
 - One (1) registration at the Annual Municipal Seminar;
 - Participation on the Associate Members Program Steering Committee;
 - (2) SCAG social media recognitions per year;

Item 2: FuturePorts

Type: Membership **Amount:** \$5,000

FuturePorts was established in 2005 and serves as a voice for its members in the goods movement supply chain in order to advocate for a balance between business, environment, and community concerns at the San Pedro Bay Ports (Ports of Los Angeles and Long Beach). Their members represent the entire goods movement supply chain, including businesses that support the goods movement industry and labor and trade unions that work at the ports. Their objective is to ensure a healthy economic and environmental future supporting green growth at the ports. In the dozen years since it was founded, FuturePorts has positioned itself as a leader in the movement for rational and balanced growth, representing business interests at both the Ports of Los Angeles and Long Beach commission meetings; Los Angeles and Long Beach city council meetings; public hearings; and other community events. They write letters, provide outreach, and engage the support of other business organizations and stakeholders as we work toward common goals of growing and greening our ports.

SCAG has been a sponsor of the annual FuturePorts conference in the past, but the growing importance of goods movement to the Southern California economy is making it increasingly necessary for the agency to maintain its ability to effectively participate in dialogue and discussion on such an important facet of the region's economy.

SCAG staff is recommending that the agency maintain membership in FuturePorts. This unique membership/sponsorship package, in the amount of \$5,000, includes both membership dues as well as sponsorship of the FuturePorts conference:

- Sponsorship of the annual FuturePorts conference at the "Silver Level," which includes:
 - Five (5) conference registrations;
 - Full-page color ad on Conference Program;
-

- Tabletop exhibit;
- Listing in Conference mobile app as a sponsor;
- Logo listing on PowerPoint "loop" during breaks; and
- Verbal recognition at event.

Membership dues provide the Agency with the following benefits:

- Eligibility to serve on FuturePorts Board of Directors and Committees;
- Access to member-only communications;
- Reduced registration fee at FuturePorts signature events;
- Three (3) complimentary attendees for all FuturePorts member-only events;
- Recognition at FuturePorts Annual Conference, VIP Reception, and member meetings;
- Opportunity to introduce speaker at member meeting;
- Social media promotion;
- Color logo linked on online membership directory;
- Invitation to policy-maker meetings;
- Premium branding on all communications; and
- Access to custom advocacy.

Item 3: Mileage-Based User Fee Alliance

Type: Membership **Amount:** \$5,000

The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of 40 public and private sector entities from across the United States, including AAA, California Department of Transportation (Caltrans), CDM Smith, WSP (formerly Parsons Brinckerhoff), and nine other state departments of transportation. Staff is recommending continued membership in this group. MBUFA provides members with up-to-date information on all mileage-based use fee activities worldwide through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, and invitations to attend briefings at quarterly meetings and input towards MBUFA's educational efforts.

PRIOR COMMITTEE ACTION:

Staff presented the memberships for the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000) to the LCMC at its meeting on January 18, 2022. The LCMC approved all three items unanimously as part of its consent calendar.



FISCAL IMPACT:

\$5,000 for membership in the Mileage-Based User Fee Alliance is included in the approved FY 21-22 Indirect Cost budget. \$10,000 for SCAG's memberships with the Contract Cities Association and FuturePorts is included in the approved FY 21-22 General Fund budget.



AGENDA ITEM 13
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: February 2022 State and Federal Legislative Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

STATE

Governor Newsom Presents State Budget Plan

On January 10, 2022, Governor Newsom unveiled his Fiscal Year 2022-2023 budget plan. The proposed budget totals \$286.4 billion in state funds, a 9.1 percent increase over last year's record state sending plan. The top five areas of focus in this year's budget are the COVID-19 pandemic, climate change, homelessness, cost of living, and public safety in response to smash-and-grab retail theft.

California, once again, is projected to have a sizable surplus of \$45.7 billion. Of this, \$16.1 billion is earmarked for K-14 education per Proposition 98 and \$9 billion is for reserve deposits and supplemental pension payments. This leaves \$20.6 billion for discretionary purposes, and the proposed budget allocates 86 percent of this to one-time investments.

Now that Governor Newsom has submitted his budget plan, the Legislative Analyst's Office will review it, and state lawmakers will hold hearings on various components of the proposal. Governor Newsom is slated to release his revised budget proposal in May 2022. The Legislature will negotiate a final budget with the Governor that must be approved by June 15, 2022. The new fiscal year begins July 1, 2022.

Some budget highlights include:

Housing

During the budget press conference, Governor Newsom expressed several times that California's housing and climate goals must be intertwined. The state is committing to developing housing in areas closer to neighborhood-serving amenities because they have a direct impact on health and educational outcomes. Building housing in these locations also supports the reduction of greenhouse gas emissions and reduces the exposure of low-income residents to the impacts of climate change.

The 2021 Budget Act included a \$10.3 billion housing package, and this year's budget builds upon that with an additional \$1.5 billion over two years. The focus of the majority of these investments is on development in and near downtowns. In particular, Governor Newsom proposes:

- Infill Infrastructure Grant Program—\$500 million
- Affordable Housing and Sustainable Communities Program—\$300 million
- State Excess Sites Development—\$100 million
- Adaptive Reuse—\$100 million
- Low-Income Housing Tax Credits—\$500 million
- Mixed-Income Housing—\$200 million
- Portfolio Reinvestment Program—\$200 million
- Mobilehome Park Rehabilitation and Resident Ownership Program—\$100 million

Transportation

The Governor proposes investing an additional \$9.1 billion in a transportation infrastructure package focused on increasing mobility options through rail, transit and active transportation projects, equity-related investments to reconnect communities, and enhanced safety projects. Furthermore, the state will be leveraging federal funding that is being made available through the bipartisan Infrastructure Investment and Jobs Act (IIJA). The Newsom administration estimates that California will receive \$14 billion in new formula funding over five years, with potentially billions more in additional formula funding allocations and competitive grant opportunities still to be determined. The Governor's budget includes the following major proposals:

- High-Speed Rail—\$4.2 billion
- Statewide Transit and Rail Projects—\$2 billion
- Southern California Transit and Rail Projects—\$1.25 billion (local and regional projects focusing on mobility and greenhouse gas reduction)
- Active Transportation and Projects to Connect Communities—\$750 million
 - \$500 million for Active Transportation Program projects
 - \$150 million to establish the Reconnecting Communities / Highways to Boulevards Pilot Program

- \$100 million for bicycle and pedestrian safety projects
- High Priority Grade Separation Projects—\$500 million
- Climate Adaptation Projects—\$400 million
- Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure
 - \$935 million to add 1,000 zero-emission short-haul trucks and 1,700 zero-emission transit buses
 - \$1.5 billion Proposition 98 to support school transportation programs
 - \$1.1 billion for zero-emission trucks, buses, and off-road equipment and fueling infrastructure
 - \$400 million to enable port electrification

The budget proposes \$2.3 billion for supply chain investments, including \$1.2 billion for port, freight, and goods movement infrastructure. Other investments include:

- Zero-Emission Equipment and Infrastructure—\$875 million
- Workforce Training—\$110 million (Goods Movement Training Center in Southern California)
- Commercial Driver’s Licenses—\$40 million
- Operational and Process Improvements—\$30 million

California State Legislative Calendar

The Legislature has now reconvened for the second session of its two-year cycle, and it is quickly headed towards various legislative deadlines. All legislative measures that did not advance in the last session (referred to as two-year bills) must clear any remaining committees in the house of origin and be reported to the floor by January 21, 2022. That is also the last day that bills may be submitted to the Office of Legislative Counsel to prepare language. Moreover, each house must pass all bills introduced in the previous session by January 31, 2022, or they can no longer move forward. February 18, 2022, marks the last day that bills can be introduced this session.

FEDERAL

Congressional Calendar

In Washington D.C., the Senate gavelled into session on January 3, 2022, while the House of Representatives returned on January 10, 2022. Congress is expected to be in session for the first half of the year leaving very little time to move bills through the legislative process. The House will begin the summer recess on August 1, 2022, and one week later for the Senate and reconvene around September 13, 2022. Because it is an election year, Congress will break again for most of October 2022 into mid-November 2022. The winter break will likely take place the last two weeks of December 2022.

Federal Appropriations Update

More than three months into the fiscal year, Congress has yet to pass the Fiscal Year 2022 appropriations package, which is comprised of 12 individual spending bills that make up the federal budget. Instead, the federal government has operated under a Continuing Resolution (CR), that maintains the previous year's funding levels, authorized through February 18, 2022.

For the first time in months, the heads of the House and Senate Appropriations Committees met on January 13, 2022 to discuss a possible spending deal that would fund the federal government through the end of the fiscal year. Appropriations leaders have failed to make progress on an appropriations framework because Republicans and Democrats have disagreed on whether to retain a variety of controversial policy issues, known as "riders," that were baked into prior funding bills.

Additionally, senior lawmakers have yet to set totals for the two main funding categories—national defense and non-defense programs. Over the past decade, funding agreements have generally revolved around giving defense funding and non-defense funding equal increases, either in terms of raw dollars or percentage increases. Parity will be more difficult to achieve this time because the newest defense authorization law increases spending by \$37.5 billion or 5.1 percent above last year. This year, the House bills increase non-defense spending by an estimated \$109 billion or 17.2 percent, which Republicans have roundly condemned. If parity were to be maintained, either in dollar or percentage terms, a sizable number of House Democrats might prevent a deal from getting out of the House. There would be little help from the House Republican caucus because many vote "no" on all spending bills, no matter how large or small. Moreover, it will be difficult to find at least 10 Senate Republicans willing to sign a deal that does not maintain parity between defense and non-defense spending.

Appropriations leaders are expected to meet over the next month.

Build Back Better Act/Human Infrastructure Bill

Back in mid-December 2021, Senator Joe Manchin (D-WV) signaled that he would not support the \$1.75 trillion climate and social spending package, known as the Build Back Better bill (BBB; H.R. 5376), over his concerns about inflation and the cost of the legislation. Negotiations have paused since as Senate Democrats' attention has shifted to voting rights legislation and potential changes to the filibuster.

House Democrats are cautiously pushing for an even further trimmed bill that cuts social policies viewed less favorably by Senator Manchin. However, those calls have not been taken up by Senate Democrats. Senator Manchin has signaled he can cut a deal with Democrats on the climate change portion of the bill, but so far his colleagues in the Senate are not interested in pursuing a smaller bill that includes significant climate provisions at the expense of cutting other social policies. Senator Manchin has been consistent in calling for Democratic leaders to choose a few policies and fund

them through the full 10-year window covered by the budget reconciliation process through which they are trying to pass the bill on a party-line vote. To that end, the New Democrat Coalition, a group of House moderates, has proposed Democrats narrow their focus to four priorities: addressing climate change, extending the Child Tax Credit, expanding subsidies under the Affordable Care Act, and issuing 10-year economic development grants to distressed communities. Even if Democrats were to try to whittle down their policy priorities, they are bound to struggle to pick among them.

As a reminder, the social spending package distributes funding as follows:

- Child Care – \$400 billion
 - Universal preschool for all 3- and 4-year-olds
 - Affordable childcare
- Home Care – \$150 billion
- Child Tax and Earned Income Tax Credits – \$200 billion
- Clean Energy and Climate Investments – \$555 billion
 - Clean energy tax credits
 - Resilience investments
 - Investments and incentives for clean energy technology, manufacturing, and supply chains
 - Clean energy procurement
- Affordable Care Act Credits, including in Covered States – \$130 billion
- Medicare Hearing – \$150 billion
- Housing – \$150 billion
- Higher Education and Workforce – \$40 billion
- Equity and Other Investments – \$90 billion

FISCAL IMPACT:

Work associated with the February 2022 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Ma'Ayn Johnson, Regional Planner Specialist
(213) 236-1975, johnson@scag.ca.gov

Subject: Update on SCAG Region Housing Element Compliance

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Jurisdictions are required to update their local housing elements every eight years. After preparing this update, they are required to submit a draft to the California Department of Housing and Community Development (HCD) and eventually adopt a housing element to be considered in compliance with State housing law. A couple of new laws, AB 215 and AB 1398, affect the process to achieving housing element compliance and the timeline to achieve required rezonings in housing elements. Of SCAG's 197 jurisdictions, only two have adopted compliant housing elements. Jurisdictions without an adopted compliant housing element by February 11, 2022 may be ineligible to receive State housing grants and will trigger an expedited timeline for rezonings. SCAG is currently reaching out to key legislators and HCD to convey the dire challenges in achieving housing element compliance and possible solutions.

BACKGROUND:

Every eight years, all jurisdictions in California are required to prepare a housing element that analyzes existing housing need and identifies sites and zoning to accommodate existing and projected housing need, as quantified by the Regional Housing Needs Assessment (RHNA) allocation. Once prepared, jurisdictions submit a draft to the California Department of Housing and Community Development (HCD) for review and comment. HCD then submits its comments back to the jurisdiction and the jurisdiction can revise their draft housing element and resubmit for additional review or adopt the housing element. After adopting a housing element, a jurisdiction must submit it to HCD for further review and comment. A jurisdiction's housing element is

considered “in compliance” if it adopts a housing element that is found in compliance by HCD. Jurisdictions must also complete rezonings indicated within the document within three years to continue to be considered as having a compliant housing element.

Prior to January 1, 2022, HCD had 60 days to determine whether the first draft submitted by the jurisdiction complied with state law, and then submit written findings back to the local government in the form of a letter. This letter detailed the revisions necessary for the housing element to reach compliance. The jurisdiction can make the suggested revisions, or it can go ahead and adopt the housing element “as-is” through its elected legislative body (e.g., City Council). The jurisdiction would subsequently submit the adopted housing element back to HCD. HCD was given 90 days to review it, determine whether it complied with the state law, and submit its findings back to the jurisdiction. Jurisdictions had approximately three years to complete any rezonings needed to accommodate housing need identified in their housing element.

AB 215 took effect on January 1, 2022 and allows an additional 30 days for HCD’s review of a first draft for a total of 90 days, and shortens the review of subsequent drafts and adopted housing elements to 60 days. Moreover, jurisdictions submitting a first draft must make it available for public review and comment for at least 30 days and must take at least 10 additional business days to consider and incorporate these comments prior to submitting it to HCD. HCD cannot review the first draft until these steps are completed. Jurisdictions submitting a subsequent draft must publish and notify stakeholders for at least 7 days of the revised draft prior to HCD submittal.

Recent State legislation (AB1398) removed the requirement that a jurisdiction must update their Housing Element every four years if that jurisdiction is more than 120 days late in adopting its housing element. However, AB 1398 requires that if a jurisdiction does not adopt a compliant housing element within 120 days of the original due date (February 11, 2022), it must complete its rezoning within 1 year of the housing element due date instead of the full three years allowed by current State housing law. If the rezoning does not occur within that timeline, HCD will withhold housing element compliance until rezonings are completed. SCAG jurisdictions that have submitted drafts but do not yet have an adopted housing element will be subject to AB 1398’s truncated rezoning timelines if they do not adopt compliant housing elements by February 11, 2022. Jurisdictions that adopt a compliant housing element by the February 11, 2022 deadline will still have an additional three years to complete its rezonings identified in their housing element.

The table below reflects the status of housing elements for SCAG’s 197 jurisdictions as of January 24, 2022:

	No submittal	Submitted 1st draft	Submitted 2+ drafts	Compliant	Total
Adopted	0	33	5	2	40

Not adopted	13	102	42	0	157
Total	13	135	47	2	197

Due to the additional public comment period requirements of AB 215, a jurisdiction that did not submit a first draft by January 1, 2022 will not be able to accommodate the new public comment period prior to the February 11, 2022 (120-day) deadline. The 13 jurisdictions that have not submitted anything to HCD will need to prepare a complete housing element, adopt it, and complete required rezonings by October 15, 2022 in order to have a compliant Housing Element.

There are 135 jurisdictions in the SCAG region that have submitted one draft. Of those, 33 were adopted by their legislative bodies after the first round of reviews, whereas the remaining 102 are either waiting on HCD’s review, making revisions, or waiting to adopt. There are 47 jurisdictions that submitted a second draft, of which 5 adopted after the second round of reviews. The remaining 42 are either waiting on HCD’s review, making revisions, or waiting to adopt. Due to limitations in currently published information, it is unknown exactly how many submitted draft elements are in compliance and thus will not be subject to AB1398’s October 15, 2022 rezoning deadline. There are only two jurisdictions that have adopted a housing element that was found in compliance by HCD.

HCD staff indicated the agency will develop a guidance memo to clarify the milestones and dates for AB 1398 compliance. As of the date of this memo this guidance is unavailable, but SCAG staff will continue to monitor housing element compliance status in the region.

Funding Program Eligibility

Not having a compliant and adopted housing element, including missing rezoning deadlines, may have consequences for jurisdictions seeking to apply for State grants and funding opportunities. A number of grants, such as Permanent Local Housing Allocation (PLHA), Local Housing Trust Fund, Infill Infrastructure Grants and SB 1 planning grants, require a compliant housing element as part of award eligibility. It is unclear at what point during the application or award period the achievement of compliance needs to occur for each grant, but SCAG staff will continue to monitor the requirements for funding opportunities as they become available and share this information, as needed.

Next Steps

At the time of this report, 99 percent of SCAG jurisdictions do not have an adopted compliant housing element and there is a high likelihood that an overwhelming majority of these will be unable to reach this milestone by February 11, 2022, and thus must complete their housing

elements and rezoning by October 15, 2022. This means that once those jurisdictions do adopt an otherwise compliant housing element, they will be deemed non-compliant if their rezonings are not completed by October 15, 2022. To assist jurisdictions in achieving housing element compliance, SCAG is pursuing two main actions:

- 1) Legislative hearing on housing elements: SCAG is reaching out to several Legislators and key stakeholders to hold a hearing on the challenges of jurisdictions in achieving housing element compliance and the dire consequences of not having one.
- 2) Meeting with stakeholders and partners: SCAG staff is reaching out to various stakeholders and partners, such as the League of California Cities, housing advocates and other councils of governments to discuss potential solutions, including re-introducing the request for an extension (retroactively) to the deadline for submitting housing elements. The intent is to coordinate efforts to reach out to HCD. An extension would allow for more time for jurisdictions to thoroughly incorporate comments from both the public and HCD on housing elements, adopt compliant housing elements, and allow adequate time for required rezonings.

SCAG staff will update the CEHD Committee and Regional Council of any updates to this issue, as needed.

FISCAL IMPACT:

Work associated with this item is included in the FY 21-22 Overall Work Program (21-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).



AGENDA ITEM 15
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Scott Strelecki, Senior Regional Planner
(213) 236-1893, strelecki@scag.ca.gov

Subject: Last Mile Freight Program: Phase 1 Selected Contingency List Projects

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP), serving as the implementor of the program through a sole source contract totaling \$10 million in available funds to award. The program is designed to encourage investment in zero- and near-zero emission trucks and other technologies that will support the region's clean-air goals.

At the November 4, 2021 SCAG Regional Council meeting, the Regional Council unanimously approved the LMFP Phase 1 Selected Projects to be awarded \$10 million and, further, that the Contingency List Projects be considered for award should additional funding become available through the MSRC.

The MSRC on November 18, 2021 unanimously approved the LMFP Phase 1 Selected Projects to be awarded \$10 million, and provided guidance to SCAG staff to work with MSRC staff and the MSRC Technical Advisory Committee (TAC) Last Mile Subcommittee to consider the Contingency List projects in relationship to identified unallocated MSRC FY2018-'21 funds, totaling \$6.75 million. On December 14, 2021, and consistent with Regional Council direction, SCAG staff presented a recommended funding award allocation for the Contingency List Projects to the MSRC TAC Last Mile Subcommittee that was approved by the Subcommittee.

On January 13, 2022, the MSRC TAC approved SCAG staff's request to recommend that the MSRC approve six LMFP Phase 1 Contingency List Projects to be awarded \$6.75 million; and to extend the Contract Agreement (#MS21005) by 18 months. On January 20, 2022, the MSRC unanimously approved the SCAG staff request, and the South Coast Air Quality Management District (AQMD) will have the LMFP Phase 1 Contingency List Projects item for approval at its February 4, 2022 meeting.

BACKGROUND:

As part of SCAG's Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy), the Accelerated Electrification and Clean Transportation strategy is a Key Connection of the Plan, seeking to de-carbonize or electrify vehicles including those within goods movement. The Last Mile Freight Program (LMFP) serves as an initial step towards implementing freight-related clean vehicles/equipment and infrastructure to support cleaner air goals. The focus on last mile freight operations is particularly significant as trucks serving the regional distribution market constitute nearly 90 percent of total truck trips in the region. Through the LMFP, there is a great opportunity to scale efforts more broadly to achieve long-term implementation of emissions reductions.

SCAG is serving as the implementor of the LMFP through a sole source contract with the MSRC, developing a two-phased approach as follows:

- Phase 1: Establish call-for-projects process, focusing on the procurement and commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (can include ZE/NZE equipment and supporting infrastructure).
- Phase 2: Conduct robust outreach to expand Phase 1 projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases.

At the SCAG Transportation Committee and Regional Council meetings on November 5, 2020, the LMFP Program Guidelines were approved, pending the execution of a Work Program Contract with the MSRC/South Coast Air Quality Management District (AQMD). The MSRC TAC and MSRC recommended and approved the LMFP Program Guidelines on November 5, and 19, 2020. Since then, SCAG staff have worked in partnership with the MSRC in executing the Work Program Contract, which was completed May 5, 2021. Concurrently, SCAG staff finalized all the materials and resources in preparation for the official launch of the LMFP Call-for-Projects, that commenced on May 10, 2021. To attract a diverse array of project applicants and to encourage participation across the four counties within the South Coast Air Basin (Los Angeles, Orange, Riverside, and San Bernardino), SCAG staff in coordination with the MSRC engaged in a multi-faceted outreach process. Outreach activities throughout the Phase 1 Call-for-Projects included a regionwide

workshop on May 18, 2021, email announcements and outreach to public and private entities, and targeted communication with business and trade associations.

A Review Panel including both SCAG, the California Energy Commission, and the California Air Resources Board staff was established to perform application review and to rank the projects based on the approved LMFP Program Guidelines evaluation criteria for funding award and contingency purposes. Upon the closing of the Call-for-Projects for the LMFP in October, SCAG received 40 applications totaling \$46.5 million in funding award requests, and \$146.5 million in total project cost. During the Call-for-Projects that was initiated May 10, 2021, and closed July 14, 2021, \$8.3 million was requested by applicants and the remaining \$38.2 million was requested during the Call-for-Projects re-opening from August 12, 2021, through October 6, 2021. Due to the LMFP being substantially oversubscribed, it was determined by the Review Panel that a contingency list be developed in rank order for consideration should further funding become available through the MSRC Regional Goods Movement Program.

The Review Panel's determinations were presented to the MSRC TAC Last Mile Subcommittee. The MSRC TAC Last Mile Subcommittee confirmed the Review Panel's determination and recommended that the Selected Projects be awarded \$10 million, and Contingency List Projects be considered for further funding availability through the MSRC. SCAG's Regional Council on November 4, 2021 unanimously approved the awarding of \$10 million to the 26 recommended projects and the MSRC on November 18, 2021 unanimously approved the same 26 project list.

At the November 18, 2021 MSRC meeting, the MSRC provided guidance to SCAG staff to work with MSRC staff and the MSRC Technical Advisory Committee (TAC) Last Mile Subcommittee to consider the Contingency List projects in relationship to the unallocated MSRC FY2018-'21 funds. In December 2021, unallocated balance of MSRC FY2018-'21 Work Program funds totaling to \$6.75 million was clarified, that could be considered for funding Contingency List projects, dependent upon MSRC approval.

SCAG Staff recommendations were presented to the MSRC-TAC Last Mile Subcommittee on December 14, 2021. The Last Mile Subcommittee reviewed the project findings and funding recommendations and took an action to recommend seven projects from the Contingency List to receive the \$6.75 million. One project was removed after contacting the recommended awardees to gauge their ability to participate in the program if awarded the recommended funding amount. Recommended funding was then redistributed amongst the six remaining projects to reflect this change, including scope modifications that were consistent with Program Guidelines funding targets and match requirements. Additionally, staff received feedback requesting the project completion deadline be extended due to supply chain constraints impacting vehicle and equipment procurement schedules.



On January 13, 2022, the MSRC TAC approved SCAG staff's request to recommend that the MSRC approve six LMFP Phase 1 Contingency List Projects to be awarded \$6.75 million; and to extend the Contract Agreement (#MS21005) by 18 months. On January 20, 2022, the MSRC unanimously approved the SCAG staff request, and the South Coast Air Quality Management District (AQMD) will have the LMFP Phase 1 Contingency List Projects item for approval at its February 4, 2022 meeting. The LMFP Phase 1 Selected Contingency Projects List for \$6.75 million are included as Attachment 1.

FISCAL IMPACT:

Work associated with this item is included in the FY 2021-22 Overall Work Program (OWP) budget under project number 22-315.4898.01, Last Mile Freight Program.

ATTACHMENT(S):

1. Last Mile Freight Program: Phase 1 Selected Contingency List

Project Title & Business Name	Business Size	Domicile County	Customer Service Area County Location(s)	Project Score	Number of Funded Vehicles Proposed	New Vehicle Quantity	Quantity of Infra. Proposed	New Charger Quantity	Funds Requested	Recommended Amount	Cumulative Award Funds Requested Total
WattEV HD Battery Electric Truck Deployment: Enabling Equitable Electrification / Watt EV	Small	Los Angeles San Bernardino	Los Angeles Riverside San Bernardino	86	20	No change	*6 1MW power cabinets *18 350kW CCS connector dispensers	No change	\$1,233,052	\$1,192,043	\$1,192,043
Good to the Last Dropoff – Sysco's Zero Emission Last Mile Freight Initiative / Sysco Corporation	Large	Riverside	Los Angeles Orange Riverside San Bernardino	85	25	9	25 (Mainly funded using CEC match)	9	\$3,557,500	\$1,192,043	\$2,384,086
Penske Accelerated Electrification of Last Mile Freight Operations / Penske Logistics, LLC	Large	San Bernardino	Los Angeles Orange Riverside San Bernardino	83	4	No change	N/A	N/A	\$790,786	\$790,786	\$3,174,872
GLI Electrification / Gonzalez Logistics, Inc.	Small	Los Angeles	Los Angeles Orange Riverside San Bernardino	80	50	No change	50	No change	\$5,000,000	\$1,192,043	\$4,366,915
New Bern Buena Park Electrification Project / Pepsico	Large	Orange	Los Angeles Orange Riverside San Bernardino	79	35	10	N/A	N/A	\$5,000,000	\$1,192,043	\$5,558,958
Expanding Access and Scaling Electrification (EASE) for Small Fleets / Zeem Solutions	Small	Los Angeles	Los Angeles Orange San Bernardino	79	83	42	N/A	1 mobile power station	\$5,000,000	\$1,192,043	\$6,751,001

**SCAG staff were notified by MHX, LLC that they would not be able to participate given the recommended funding amount.



AGENDA ITEM 16
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kevin Kane, Senior Regional Planner
(213) 236-1828, kane@scag.ca.gov

Subject: Connect SoCal 2024 Preliminary Regional and County Growth Projections

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Among the first steps in Connect SoCal 2024 is the development of growth projections for households, employment, and population in the region and six counties. With the help of an expert panel and consultants, staff developed a framework and high, medium, and low regional growth ranges for discussion. These ranges were presented to CEHD in September and November 2021. As background for the Joint Policy Committee Meeting, this report presents the preliminary regional and county forecast for growth from 2019 to 2050, the Connect SoCal horizon, and next steps. In March, the CEHD will consider principles and a process which will guide local jurisdiction input and review of Connect SoCal 2024's forecasted regional development pattern at the local levels.

BACKGROUND:

Understanding the demographic and economic underpinnings of the region's future growth sets the stage for Connect SoCal 2024's next formative steps, which include allocating where within each of the region's counties this growth is likely to occur and the development of additional plan strategies.

Even before the COVID-19 pandemic, emerging data suggested that the growth trajectory of Connect SoCal 2020 would require reassessment and downward revisions were likely.¹ Fewer

¹ For its horizon year of 2045, Connect SoCal 2020 had projected a regional population of 22.5 million, 7.6 million households, and 10.0 million jobs.

births, more deaths, and temporary slowdown of foreign immigration from the pandemic will result in a few years of near-zero or even negative population growth. While these near-term shocks have been assessed and integrated into forecast assumptions, the primary goal of the Connect SoCal 2024 forecast is to assess growth to 2050. This long-range exercise is more influenced by the strengths of Southern California compared to other US regions. With a favorable mix of industries, strong innovation hubs, a welcoming culture, and desirable natural amenities, it is difficult to foresee Southern California decreasing in jobs compared to the US. As such, the middle growth scenario titled “Slower growth, steady improvement” reflects the overall direction of the preliminary Connect SoCal 2024 projection.

While population growth is expected to continue, albeit more slowly, there are two major reasons why the growth rate in households is expected to exceed the population growth rate. First, the population is ageing even more quickly than previously anticipated which increases the number of small households. Second, evidence is also emerging that continued strength in housing production despite low population growth is beginning to address the previously existing housing shortage. This is reflected in the forecast with household formation rates which gradually return to more normal levels such as those seen during the mid-2000s.

While there are still unknowns, that is the nature of long-range forecasting. Staff have integrated new 2020 Census data and completed a deep, expert-driven review of these unknowns to deliver the most robust possible forecast for 2050 upon which to build the rest of Connect SoCal 2024.

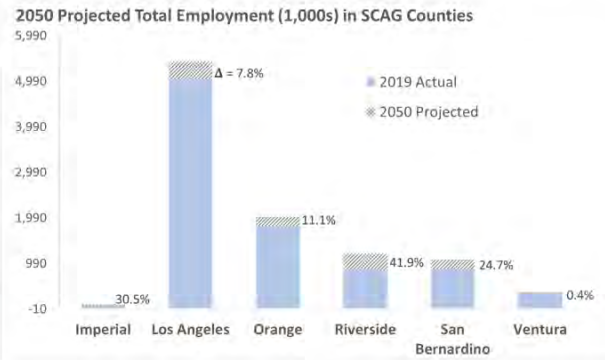
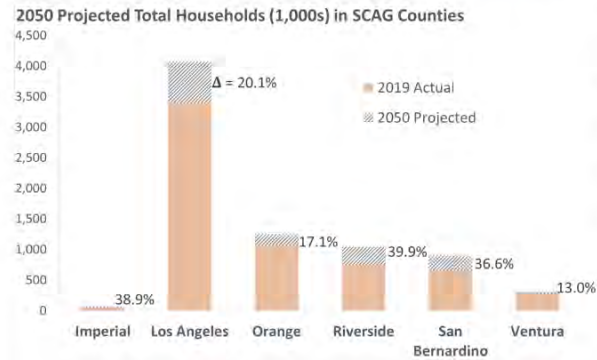
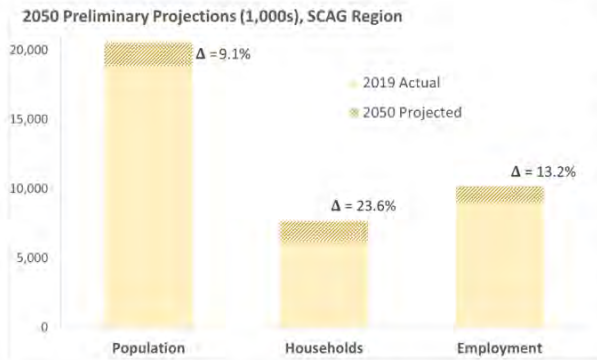
The below tables and figures provide SCAG’s preliminary growth forecast for the region and six counties for the Connect SoCal 2024 horizon. The attached reports from the Population Reference Bureau and the Center for the Continuing Study of the California Economy provide additional detail on forecast assumptions and modeling practice.



SCAG Connect SoCal 2024 Preliminary Regional and County Growth Forecast
Provided to SCAG's Joint Policy Committee on February 3, 2022

	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	% Growth
Total Population										
Imperial	181,000	180,000	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,018,000	10,079,000	10,233,000	10,423,000	10,590,000	10,673,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,188,000	3,212,000	3,253,000	3,307,000	3,372,000	3,422,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,418,000	2,509,000	2,608,000	2,699,000	2,783,000	2,866,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,182,000	2,222,000	2,263,000	2,306,000	2,376,000	2,433,000	2,477,000	302,000	13.9%
Ventura	846,000	844,000	841,000	842,000	845,000	846,000	843,000	838,000	(8,000)	-1.0%
CAG	18,832,000	18,830,000	19,049,000	19,392,000	19,780,000	20,171,000	20,444,000	20,551,000	1,719,000	9.1%
Total Households										
Imperial	52,000	52,000	56,000	61,000	65,000	68,000	70,000	72,000	20,000	38.9%
Los Angeles	3,392,000	3,420,000	3,602,000	3,785,000	3,931,000	4,019,000	4,067,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,077,000	1,122,000	1,165,000	1,199,000	1,227,000	1,247,000	1,249,000	182,000	17.1%
Riverside	747,000	763,000	822,000	883,000	935,000	977,000	1,013,000	1,045,000	298,000	39.9%
San Bernardino	657,000	668,000	725,000	776,000	816,000	851,000	878,000	898,000	241,000	36.6%
Ventura	277,000	280,000	293,000	305,000	313,000	316,000	315,000	313,000	36,000	13.0%
SCAG	6,192,000	6,260,000	6,622,000	6,975,000	7,259,000	7,456,000	7,590,000	7,652,000	1,460,000	23.6%
Total Employment										
Imperial	69,000	69,000	73,000	78,000	82,000	85,000	88,000	91,000	21,000	30.5%
Los Angeles	5,037,000	4,622,000	5,112,000	5,262,000	5,384,000	5,454,000	5,461,000	5,430,000	393,000	7.8%
Orange	1,806,000	1,657,000	1,869,000	1,926,000	1,974,000	2,004,000	2,011,000	2,006,000	200,000	11.1%
Riverside	848,000	805,000	905,000	973,000	1,041,000	1,103,000	1,156,000	1,204,000	356,000	41.9%
San Bernardino	860,000	838,000	903,000	948,000	992,000	1,028,000	1,053,000	1,072,000	212,000	24.7%
Ventura	366,000	346,000	371,000	376,000	379,000	379,000	374,000	367,000	2,000	0.4%
SCAG	8,986,000	8,337,000	9,233,000	9,562,000	9,851,000	10,053,000	10,144,000	10,170,000	1,184,000	13.2%

Note: Figures rounded to the nearest 1000. Regional totals and growth percents based on unrounded data.



The next step of the Connect SoCal 2024 growth forecast is to develop a forecasted regional development pattern consistent with SB375 (2008) requirements which allocates growth to the jurisdictional and transportation analysis zone (TAZ) levels. Government Code 65080(b)(2)(B) et seq. requires that SCAG:

“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”

With the assistance of the Technical Working Group (TWG), SCAG plans to engage directly with all 197 local jurisdictions through the Local Data Exchange (LDX) process² in order to review data inputs and preliminary projections. While data development and initial outreach is underway, staff plan to complete a preliminary set of jurisdictional and traffic analysis zone (TAZ)-level projections for local review in Spring 2022. Based on prior adopted plan practice and statutory requirements,

² For Connect SoCal 2020, this process was referred to as the Bottom-Up Local Input and Envisioning Process

staff proposes the following principles in developing and refining the forecasted regional development pattern in collaboration with local jurisdictions:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use available local general plan information as a starting point, and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and ongoing planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies adopted by the SCAG Regional Council with Connect SoCal in September 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect policies including the 6th cycle housing element process and be assessed considering SCAG's SB 375 greenhouse gas emission reduction targets.

Following additional refinement, staff plans to present these principles and additional detail of the Local Data Exchange process to the CEHD Committee in March 2022.

FISCAL IMPACT:

Work for this item is covered by OWP item 055.4856.04 Regional Growth and Policy Analysis.

ATTACHMENT(S):

1. Population Reference Bureau - SCAG forecast summary
2. CCSCE - Preliminary Job Projections
3. PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection



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Memorandum

Date: January 11, 2022
From: Beth Jarosz, PRB
To: SCAG Joint Policy Committee
Subject: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050

In consultation with an expert panel, the Population Reference Bureau (PRB), SCAG staff, and Center for Continuing Study of the California Economy (CCSCE) jointly developed a projection of population, households, and employment for the SCAG region and its six individual counties from 2019-2050 for use as Connect SoCal 2024's preliminary forecast. This report details:

- Long range forecast development and practice
- Brief description of models used
- Expert panelists and key points
- Regional ranges: exploring high, medium, and low growth
- SCAG regional projection
- Assumptions and model results
 - Population growth and aging
 - Relationship to job growth
 - Household formation
- County projections

Producing any long-range projection requires making assumptions in the face of future uncertainty. While uncertainty may seem particularly high in light of the ongoing pandemic, sociopolitical polarization, labor shortages, supply chain disruptions, and inflation, the reality is that any three-decade period is likely to have dramatic disruptions such as 1970s stagflation, 1980s banking crisis, 1990s digital revolution, and 2000s Great Recession. The early years of the projections presented here predict very slow growth and, in some years, population decline, but—as described at the December 2021 SCAG Economic Summit—the region continues to demonstrate economic resilience in the face of current challenges. There is reason to be confident that the region will resume growth over the long term.

Long-range forecasting can and must use the best available expert opinion to assess the effects of existing and likely future policy and other conditions which can change the future levels of population, households, and jobs. This includes, for example, the future of federal immigration policy, the likelihood and potential scope of future childcare-supportive policy, changes in state housing policy, as well as technological and environmental change.

To solicit expert input, SCAG held two Panel of Experts meetings in August 2021. SCAG staff and outside experts reviewed trend predictions and assumptions for the regional growth forecast. Panelists were asked to consider the most likely, but also reasonable higher and lower levels of seven key inputs to SCAG’s long-range forecast. These included **jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation**. Panelists did not always achieve consensus in their feedback, but in general, they expect conditions that would result in slowing population growth, moderate job growth, and faster household growth.

The regional growth forecast reflects recent and past trends, key demographic and economic assumptions, and expectations for local, regional, state, and national policy, with input from the Panel of Experts, mentioned above and described in more detail below. The objective of the forecast is to project reasonably foreseeable future growth in population, households, and employment over a long-range time horizon extending from 2019-2050. It is the technical underpinning of much of the policy work associated with the development of the RTP/SCS.

Technical Framework for Developing Regional Projections

As described in further detail in the Regional Growth Forecast Framework presented to the CEHD committee in September 2021 and reviewed in November 2021, SCAG projects population using a cohort-component model. Cohort-component models are widely used in population forecasting and are based on the demographic equation that population at a future point is equal to the existing population plus births and in-migrants and minus deaths and out-migrants (Figure 1).¹

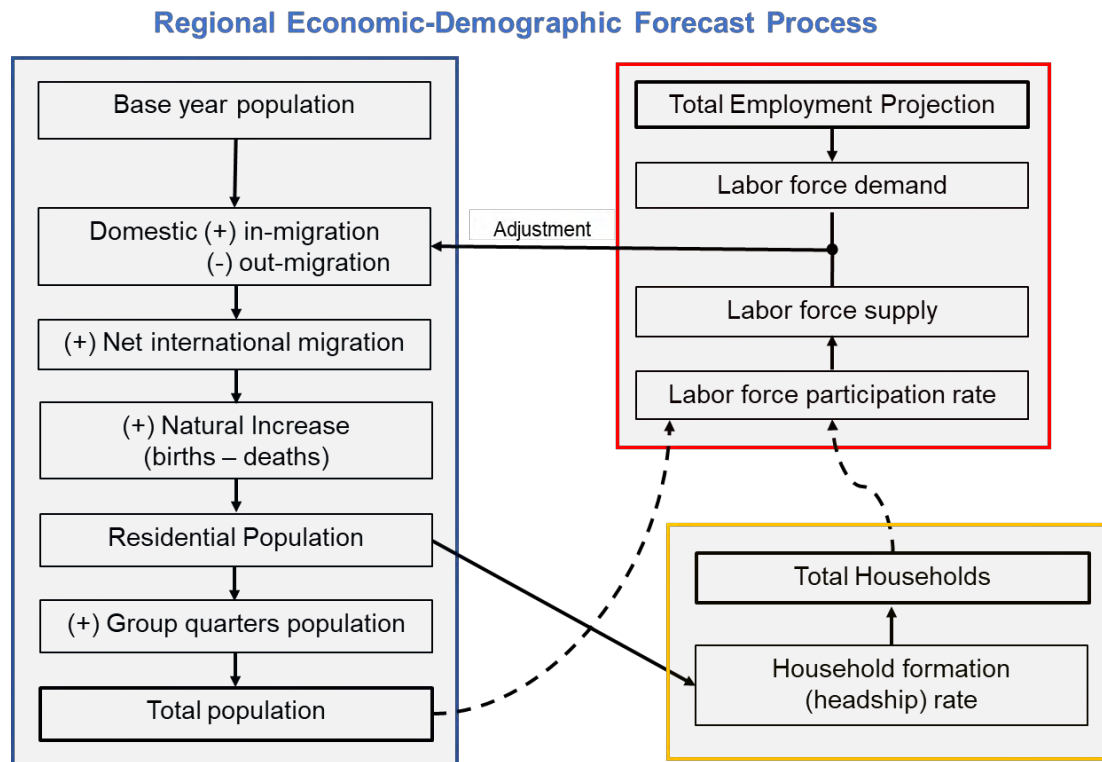
SCAG’s age, sex, and race/ethnicity-specific population forecasts are assigned to group quarters or household populations, based on historical patterns of group quarters residence. Group quarters populations are expected to live in dorms, barracks, prisons, or other group residential facilities. Household population data are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households. Similarly, labor force supply is projected by applying labor force participation and double-jobbing rates to the population.

SCAG projects employment using a shift-share model. Household formation rates are applied to the population to project households (Figure 1). To ensure model sensitivity to demographic trends, the cohort component, household, and labor force components of the model rely on male and female population by single year of age and eight racial/ethnic groups.

¹ Thomas Wilson, Irina Grossman, Monica Alexander, Philip Rees, Jeromey Temple, “Methods for small area population forecasts: state-of-the-art and research needs,” SocArcXiv (2021), <https://osf.io/preprints/socarxiv/sp6me/>.

Jacob Siegel and David Swanson, *The Methods and Materials of Demography* (San Diego, CA: Elsevier. 2004).

Figure 1: Regional Forecast Framework Includes Interrelationships Between Population, Jobs, and Housing



The development of regional projection ranges began with a baseline employment projection produced by the CCSCE and three population projections developed by SCAG and PRB staff and utilizes inputs and insights from the Panel of Experts.

In two sessions held on August 5, 2021 and August 11, 2021, SCAG convened a forecast Panel of Experts to review trend predictions and assumptions for the regional growth forecast. Panelists included economists and demographers representing industry, academia, and government (Table 1). The panel also included expertise across each of the six SCAG counties. Two outside experts, Beth Jarosz of the Population Reference Bureau and Steve Levy of the Center for Continuing Study of the California Economy, moderated along with SCAG staff.

Table 1: Participants in the Panel of Experts

Name	Affiliation
Billy Leung	Regional Economic Models, Inc.
Dan Hamilton	California Lutheran University
Deborah Diep	Cal State Fullerton, Center for Demographic Research
Dowell Myers	University of Southern California
Jerry Nickelsburg	UCLA Anderson Forecast
John Husing	Economics & Politics, Inc.
John Weeks	San Diego State University
Mark Schniepp	California Economic Forecast
Michael Bracken	Development Management Group, Inc.
Richelle Winkler	Michigan Technological University
Simon Choi	Chung-Ang University
Somjita Mitra	California Dept. of Finance, Economics Research Unit
Wallace Walrod	Orange County Business Council
Walter Schwarm	California Dept. of Finance, Demographic Research Unit

In addition to the panel meetings, panelists participated in a pre-meeting survey to solicit expectations about future growth as well as their input on the seven key model assumptions: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation.

Staff adopted CCSCE's total jobs projection (see separate report) as the baseline employment projection and adjusted it in order to balance with the population in SCAG's cohort-component model. This was done to reflect more recent input data suggesting lower population and fertility declines not captured in the inputs used in CCSCE's employment model and resulted in a reduction in population-serving jobs only.

Key points relevant to the baseline projection are as follows:

- Census 2020 indicates that the current population is lower than previously projected. The 2020 Census showed a SCAG region population of 18,824,382, which is below the 2016 base year population estimate (18,832,000) for the 2020 RTP/SCS.
- Since the 2020 RTP/SCS regional forecast was produced in July 2017, fertility rates have declined sharply in the SCAG region, mirroring national and global trends. In addition, the final few years of the last decade saw slowing international immigration and more net domestic out-migration.
- Despite the lower base year population, the region's number of households was far closer to expectations, largely due to the aging population and smaller average household sizes.
- The region lost over 700,000 jobs in 2020. However, by November 2021, the region had recovered 66.4% of the wage and salary jobs lost since February 2020. While this exercise focuses on a long-range forecast, expert assessment of short-term job

growth suggests a continued steep recovery, a return to pre-pandemic levels by late 2022, and continued strong growth through 2024.

- Other forecasts, such as the latest forecasts from the California Department of Finance and Caltrans, show a substantial slowing in population growth for the SCAG region. Both forecasts predict that the region’s population will grow slowly in the near term and then, before 2050, the population will begin to decline in the region.
- Labor force participation rates by race/ethnicity, age, and gender reflect the Panel of Expert’s insights that female and older-age labor force participation will increase in the long run.

Regional Growth Ranges

Due to the various federal and state planning requirements that drive SCAG’s regional planning and the technical requirements of the activity-based travel demand model (ABM), the forecast must ultimately demonstrate a single growth trajectory. Exploring regional growth ranges helps acknowledge and assess the uncertainties described above in order to provide a strong basis for the preliminary regional baseline projection which will then be allocated to the jurisdiction and Transportation Analysis Zone (TAZ) levels for further review and plan development.

As part of a Regional Growth Ranges technical exercise, presented to CEHD in October 2021, staff developed low and high projection scenarios for population, households, and jobs. The scenarios were based on model assumptions—developed with input from and review by the Expert Panelists—shown in Table 2.

Table 2: Assumptions for Regional Growth Forecast and Low/High Ranges

Factor	Regional Growth Forecast: Slower Growth, Steady Improvement	Low: Secular Stagnation	High: Robust and Equitable Future Growth Supported by Policy and Technology
Births	1.5 births/woman	1.4 births/woman	1.6 births/woman
Deaths	Stable rates (2019) starting in 2022	Same	Rates decline through equity improvements
Net Migration	Net international migration is high, net out migration moderate	Net international migration is low, net out migration continues	Net international migration is high, net out migration is low
Labor Force	Slight increase, but close to 2019	Same	Same
Household Formation	Most groups return to 2005-07 levels.	No improvement (2015-19 levels)	Most groups return to 2005-07 levels.
Economy	Region remains competitive and innovative; climate	Climate change & high relative cost of living are challenges	Region captures a larger share of U.S. jobs; climate resilience and

change has no net
effect on growth

easing cost of living
encourage growth

Regional Projections

After the ranges exercise, SCAG staff took some additional panelist input and made minor modifications to the projections. Net domestic migration was adjusted downward for 2019-2022 to reflect the higher out-migration which was likely experienced during the pandemic and in the short-term future but has not yet been reflected in American Community Survey (ACS) or California Department of Finance (DOF) data. This results in a slightly lower regional population and household forecast by 2050.

The baseline population projection for the SCAG region suggests that the region will grow to just under 20.6 million residents by 2050 (Table 3). This is slightly lower than the 20.8 million mid-range projection presented to CEHD in November 2021. Revisions reflect the latest information about fertility, mortality, migration, and labor force participation rates.

Table 3: Regional Projections 2019-2050 (Numbers in Thousands)

	Population	Households	Employment
2019 Actual	18,832	6,192	8,986
2050 Projection	20,551	7,652	10,170
Percent Change	9.1%	23.6%	13.2%

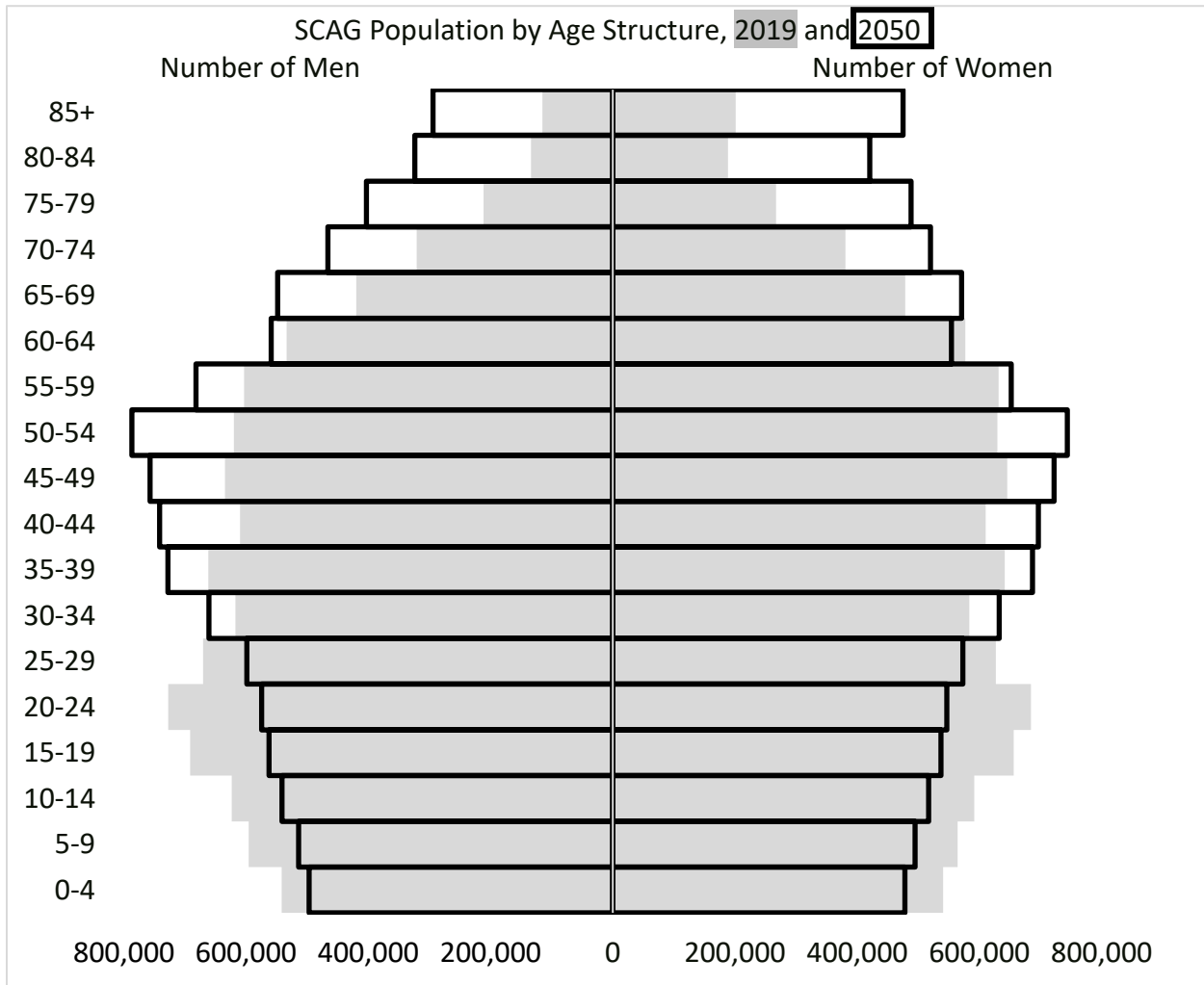
Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

While 2019 is the base year for the 2024 Regional Growth Forecast, data have been benchmarked to the 2020 Census counts that have been released through December 2021 including county population by race/ethnicity and broad age group (0-17 and 18 and older), group quarters and household population, and households. To do this benchmarking, SCAG used the existing 2020 population data from DOF by single year of age, sex, and eight racial/ethnic groups, grouped those to adult (ages 18 and older) and child (ages 0-17) population by racial/ethnic group and created adjustment factors that they applied to either increase or decrease the single-year-of-age population to match 2020 Census totals. SCAG then developed revised 2019 estimates by adjusting backward to match DOF's total population change between 2019 and 2020.

Population Growth and Aging

A key characteristic of the regional growth forecast is the region's age structure. The current age structure, coupled with low fertility rates and moderate net migration, leads to dramatic population aging by 2050 (Figure 2). This aging of the population has implications for population growth, labor force composition, and housing demand, each of which are described in more detail below.

Figure 2: SCAG Region Likely to See Considerable Population Aging 2019-2050

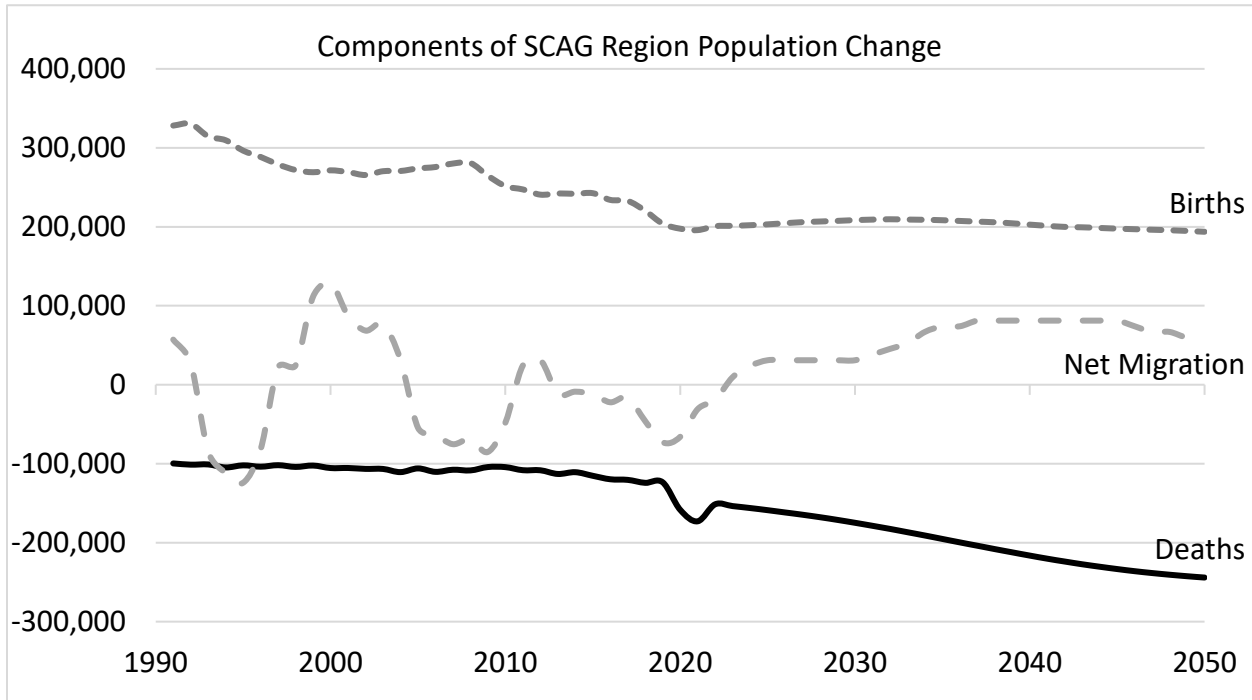


Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

The child population, ages 0-17, in the SCAG region is expected to decrease between 2019 and 2050—both as a share of the total population (22% to 18%) and in absolute number (4.2 million to 3.7 million). This decline will be driven, largely, by low birth rates. The population ages 18-64 is expected to grow slightly (11.9 million to 12.3 million) but decline in share (63% to 60%), and the population ages 65 and older is expected to grow rapidly both in number (2.7 million to 4.5 million) and share (14% to 22%). Within the oldest age groups, the population ages 85 and older is expected to more than double between 2019 and 2050.

Population growth is expected to be slow in the short term, with at least one year showing population loss. The slow rate of growth is the net result of a declining number of births, a rising number of deaths, and a moderate increase in net migration (Figure 3).

Figure 3: Future Population Change Will Be Driven by Rising Deaths, Offset by an Increase in Net Migration



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Birth rates have been falling in the SCAG region, across the nation, and worldwide. In this forecast, birth rates continue on the same trajectory they have been since their recent peak in the mid-2000s—falling for teens and young adults, rising at older ages. Forecast rates stabilize early in the forecast at approximately 1.5 births per woman. A combination of low birth rates and an aging population leads to a declining number of births in later years of the forecast.

From 2022 through 2050, projected mortality rates remain stable (at 2019 levels), reflecting uncertainty and lack of consensus among the Panel of Experts about the direction of change. Improvements in life expectancy had stalled even before the pandemic. Some panelists suggested that health care interventions could lead to improvements in life expectancy, while others suggested that climate change and COVID-19 could raise mortality and that rising rates of “deaths of despair” (suicide, overdose) were “just beginning” in California. However, even with stable rates, an aging population results in more deaths in later years of the forecast. Deaths are expected to outnumber births by the late 2030s.

In this forecast, immigration to the SCAG region returns to higher levels seen in the early 2000s with the expectation that the need for workers will continue to drive immigration. U.S. immigration policy is expected to remain favorable and Southern California remains a key destination for immigrants. The trend of net domestic out-migration continues in the short term, in part as family-seeking Millennials and middle-class workers consider out-of-region alternatives such as Texas, Arizona, and Nevada, and as telework-eligible workers choose lower-cost locations. However, increases in housing production combined with the continual draw of

jobs, amenities, and a welcoming culture result in net losses of fewer residents to other regions and states throughout the duration of the forecast.

Key points:

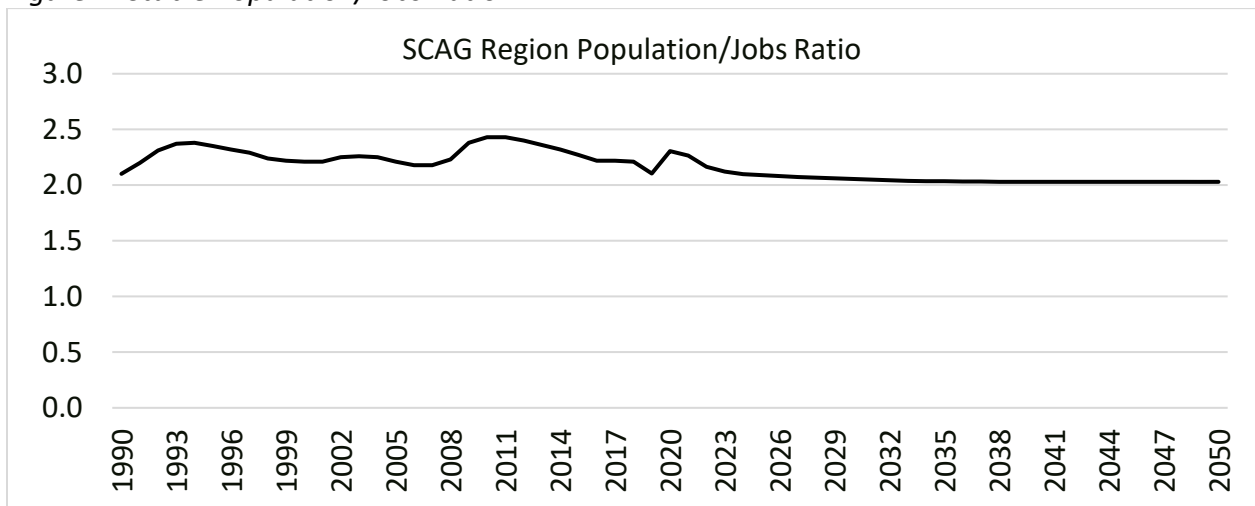
- An aging population will affect population growth, labor force composition, and housing demand.
- The number of births will fall and the number of deaths will rise, with deaths outnumbering births in later years of the forecast.
- Net migration will rise in response to job growth.

Jobs and Labor Force

The region has been recovering from the pandemic-related recession and is expected to continue growing. The region’s growth outlook is due to structural economic advantages, such as a diverse industry mix, accessible ports, natural amenities, world-class educational institutions, and a welcoming place for all types of people, which promotes innovation. Recent investment in education increases regional human capital and provides a foundation for innovation. A detailed description of employment by industry projections is provided by CCSCE under separate cover.

High labor force participation mitigates the slower population growth, allowing job growth in the region to slightly outpace the nation as a whole. However, given that labor force participation drops at the oldest ages, as people retire, population aging is a drag on labor force growth, particularly in the later years of the forecast. To balance slow (and aging) population growth with robust job growth, this forecast assumes that labor force demand results in modest shifts in migration patterns—favoring a larger share of working-age adults moving to or staying in the region. This forecast assumption reflects the Panel of Experts’ perspective that the composition of migration flows may be a balancing factor between robust job growth and an aging population. The net result is a low-but-stable population/jobs ratio (Figure 4).

Figure 4: Stable Population/Jobs Ratio



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Key points:

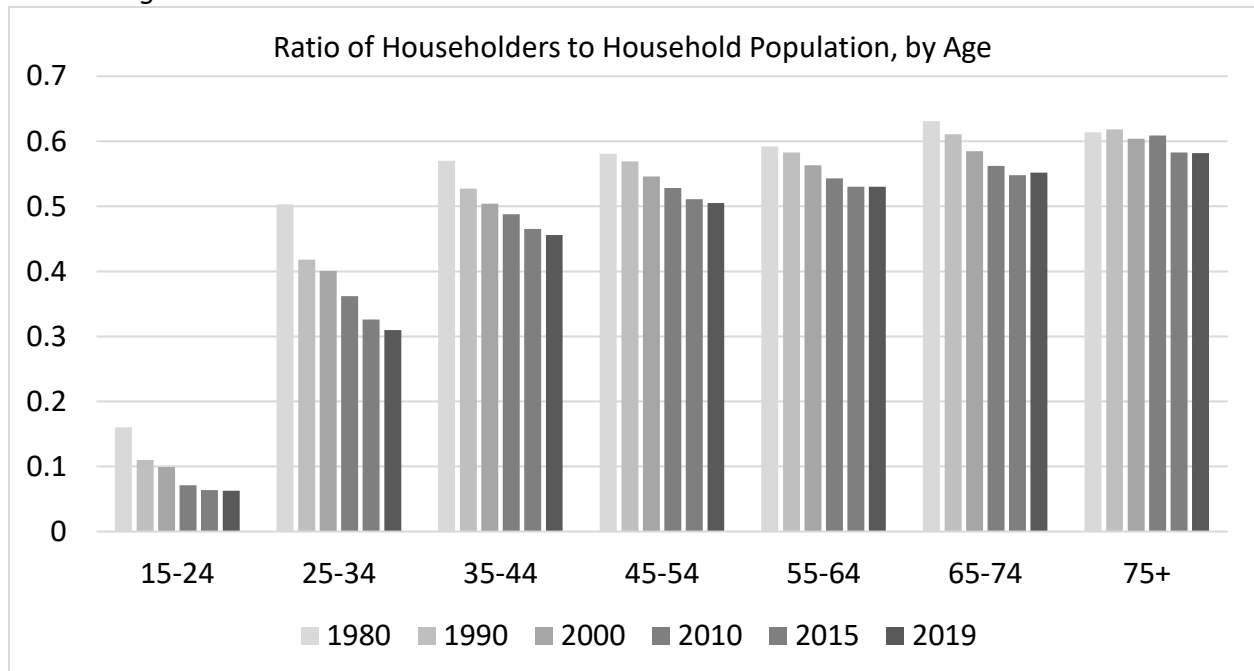
- Jobs are expected to return to pre-pandemic levels by late 2022, with continued strong growth through 2024.
- Job growth will lead to a tight labor market, which will keep labor force participation rates high, and will result in higher net migration of working-age adults.

Household Projections

Household projections are based on the household population, rather than the total population, because some people live in group quarters such as dorms, barracks, prisons, or other group quarters facilities. People living in group quarters represent about 2% of the region’s population, and that share remains fairly constant throughout the forecast.

Household demand is affected by a wide variety of factors, but some basic patterns of household formation vary throughout the life course (Figure 5). Rates tend to be lowest at youngest ages, as youth and young adults stay with their families or live with roommates—and those rates have been falling for decades as markers of the “transition to adulthood” (completing schooling, beginning full-time work, becoming financially independent, getting married, and becoming a parent) have been shifting to older ages. Rates tend to be highest at the oldest ages. Rates also vary by race/ethnicity.

Figure 5: Household Formation Rates Have Been Falling Across Age Groups, May Be Stabilizing at Older Ages



Source: U.S. Census Bureau.

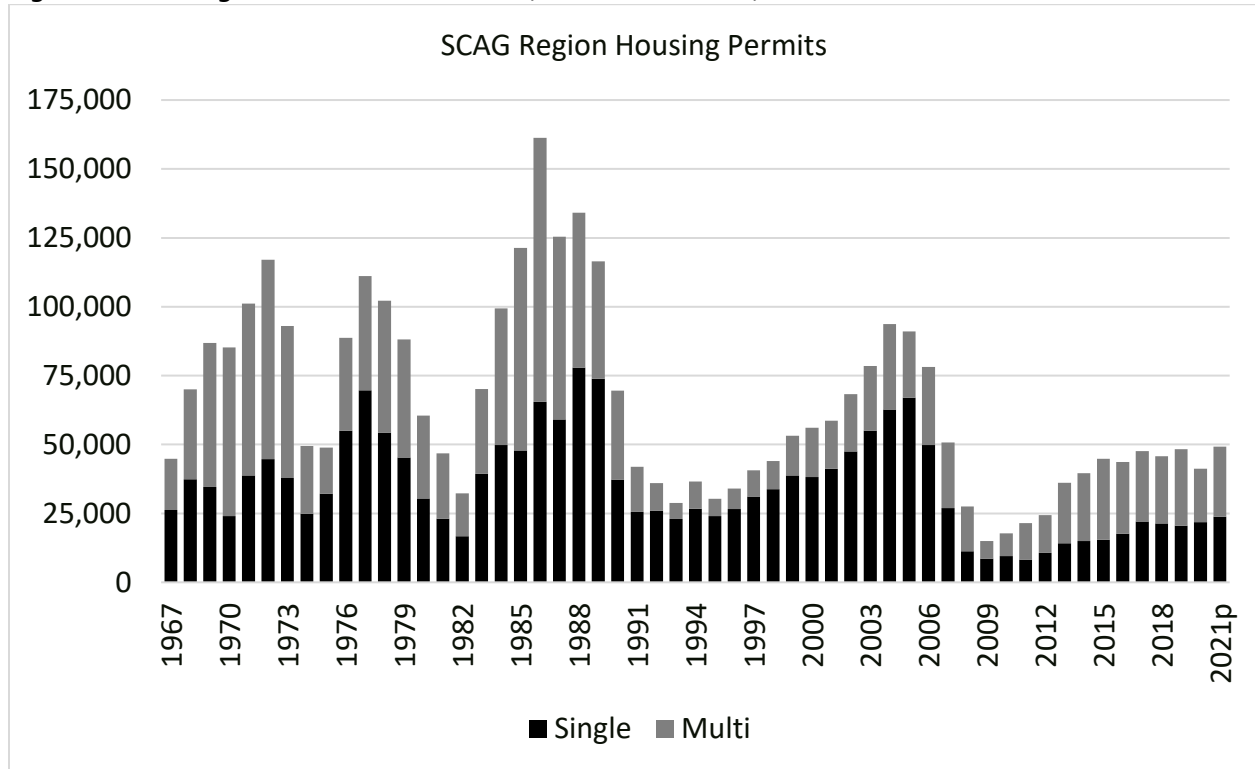
Because household formation rates are highest at the oldest ages, even if rates remained unchanged, population aging would result in faster household growth than population growth.

Due to aging alone, households would be expected to increase by more than 16 percent, compared with 9 percent population growth.

Household formation is also affected by the supply and cost of housing. People are more likely to live with extended family, friends, or roommates when housing costs are high and supply is low. This pattern of declining household formation is evident across nearly all age groups in the SCAG region from 1980 through 2015. (See Figure 5, above.) Declining rates among teens and young adults reflect, at least in part, national trends toward rising college enrollment and older age at marriage. However, much of the decline at other ages—and at least some of the decline at younger ages—can be attributed to high cost and increasing latent demand. In other words, adults may prefer to form their own households but may live with roommates or relatives due to economic pressures, particularly in high-cost regions. While rates dropped steadily for decades, the most recent 2019 data suggest that rates may be at an inflection point, at least for some age groups.

Housing construction dropped considerably in the wake of the Great Recession, and while it has rebounded somewhat in more recent years, it remains well below historic peaks (Figure 6). Nevertheless, recent changes in state housing policy are aimed at increasing housing supply.

Figure 6: Housing Permits Peaked at 160,000 in the 1980s, Have Been Lower in Recent Years



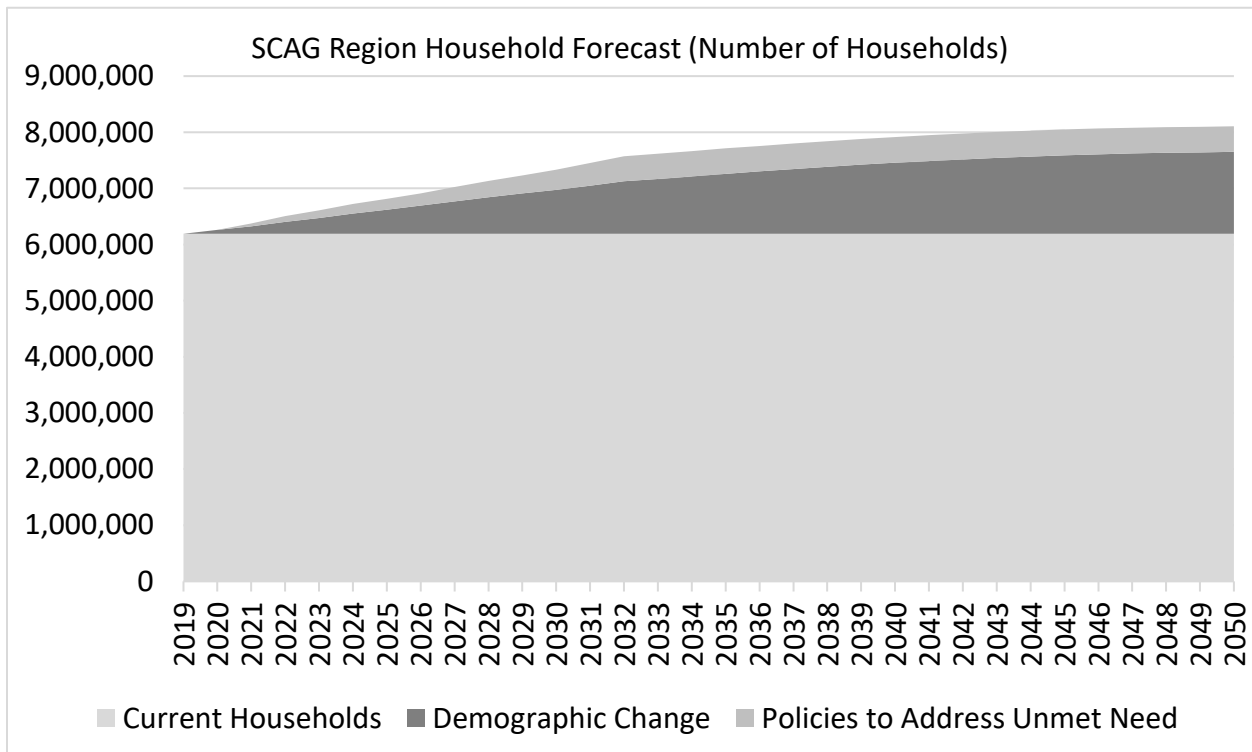
Source: Analysis by SCAG of CIRB New Units from Building Permit Data.

In addition to population aging, the household projections are based on an assumption that headship rates will trend back upward toward 2005-2007 levels for most age groups. This trend reflects an expectation that housing policies will successfully increase housing production to address existing unmet need (reflected in current overcrowding and vacancy rates). Although

this forecast assumes a return to higher headship for most ages, rates for teens and young adults are expected to stay low, reflecting nationwide demographic shifts described above. Headship rate assumptions in this forecast are similar to those used by the California Department of Finance when projecting household growth for 2030.

Figure 7 shows the share of forecasted household growth attributable to demographic change and the share attributable to policy-related increases in housing supply. While policy assumptions to address unmet need do result in household growth, demographic change accounts for nearly three-quarters of the change over the forecast period.

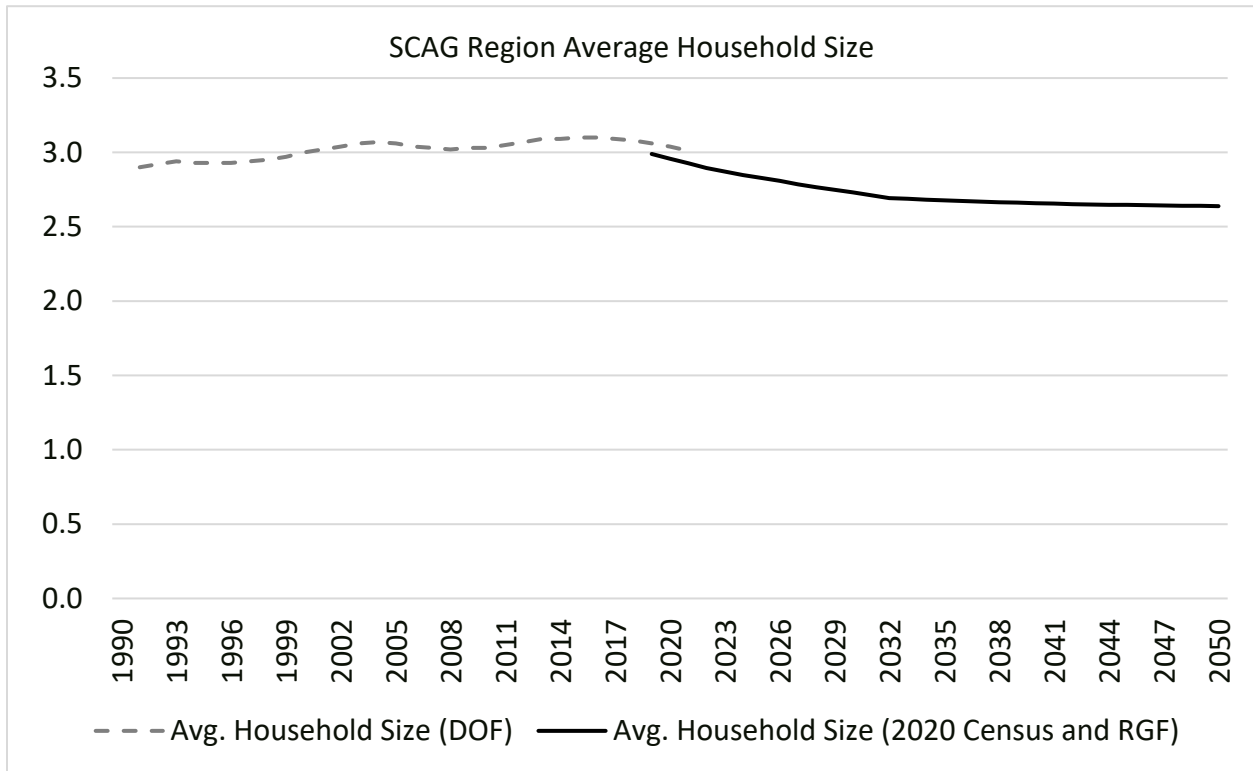
Figure 7: Household Forecast Reflects Demographic Change and Policies to Address Unmet Housing Needs



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Rising headship, coupled with an aging population, results in the number of households growing faster than the population (23.6% compared with 9.1%). As more small households form, and existing overcrowding pressures ease, the average household size decreases by roughly 0.35 (Figure 8). While this shift is substantial, it reflects a combination of long-term demographic trends including declining birth rates, resulting in smaller average family sizes, and more people living alone. The shift also reflects an expectation that policy changes will begin to address unmet housing demand.

Figure 8: Average Household Size in the SCAG Region Is Likely to Fall



Sources: Historical data from California Department of Finance E-5 Estimates; 2019-2050 data from Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Figure 8 also shows a break in series. Historical data from the California Department of Finance are benchmarked to the annual American Community Survey (ACS). However, more recent data from the 2020 Census suggest that average household sizes in the SCAG region may be lower than estimates from the ACS. The projections are benchmarked to the 2020 Census.

Key points:

- An aging population will lead to more households, even if the population size remains stable.
- The household forecast reflects both demographic change and expectations that state housing policy will address the existing unmet need.

County Projections

The county projections, benchmarked to the regional forecast, are based on the same framework and seven key assumptions as the regional forecast: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation. The model uses historical trend data specific to each county for all key inputs, except for limited instances where data were not available. In those cases, regional rates were used as a proxy.

The results of the six county forecasts are shown in Table 4 and Figure 9. The greatest increase in total population is expected to be in Los Angeles County, and the fastest growth rate is

expected to be in Riverside County. Ventura County is expected to have a stable population through most of the forecast period, with a slight decline in the later years of the forecast. Los Angeles County is also expected to see the largest growth in households, while Imperial and Riverside have the fastest growth rates. For job growth, Los Angeles County is expected to see the largest numeric change and Riverside the fastest rate of growth.

Table 4: County Projections of Population, Households, and Jobs 2019-2050.

Total Population			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	181,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,477,000	302,000	13.9%
Ventura	846,000	838,000	-8,000	-1.0%
SCAG	18,832,000	20,551,000	1,719,000	9.1%

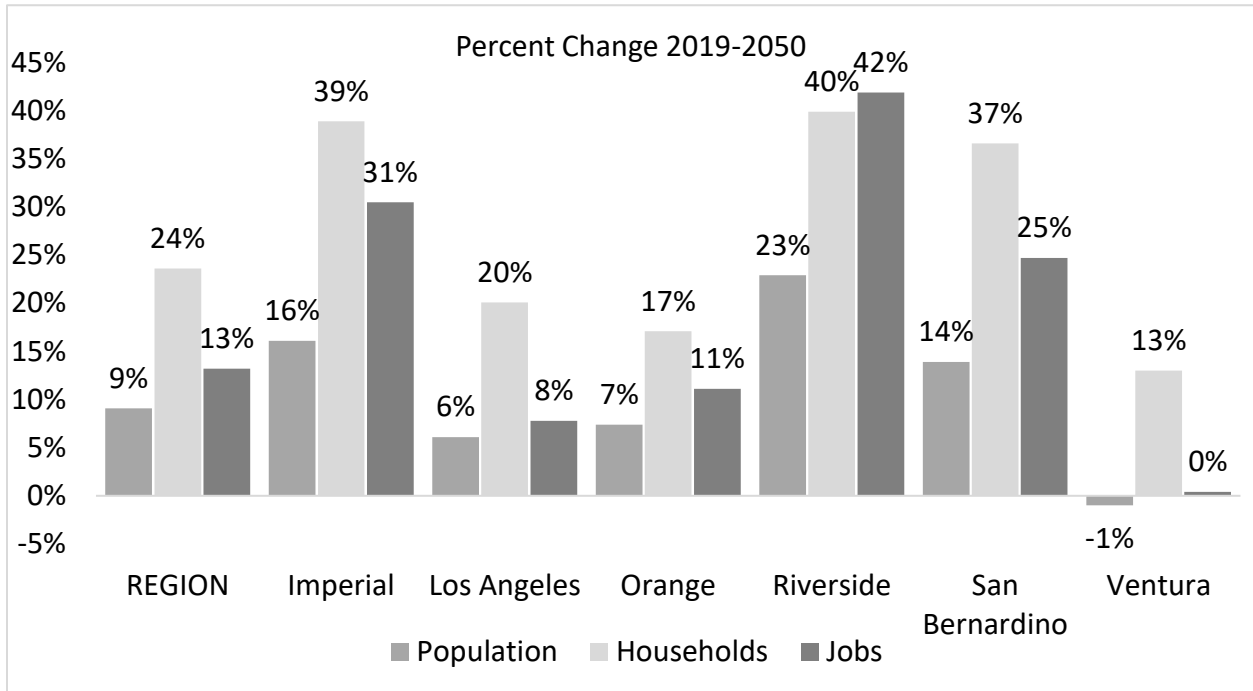
Total Households			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	52,000	72,000	20,000	38.9%
Los Angeles	3,392,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,249,000	182,000	17.1%
Riverside	747,000	1,045,000	298,000	39.9%
San Bernardino	657,000	898,000	241,000	36.6%
Ventura	277,000	313,000	36,000	13.0%
SCAG	6,192,000	7,652,000	1,460,000	23.6%

Total Employment			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	69,000	91,000	21,000	30.5%
Los Angeles	5,037,000	5,430,000	393,000	7.8%
Orange	1,806,000	2,006,000	200,000	11.1%
Riverside	848,000	1,204,000	356,000	41.9%
San Bernardino	860,000	1,072,000	212,000	24.7%
Ventura	366,000	367,000	2,000	0.4%
SCAG	8,986,000	10,170,000	1,184,000	13.2%

Note: Growth is calculated based on unrounded values. Numbers displayed are rounded to the nearest 1,000.

Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

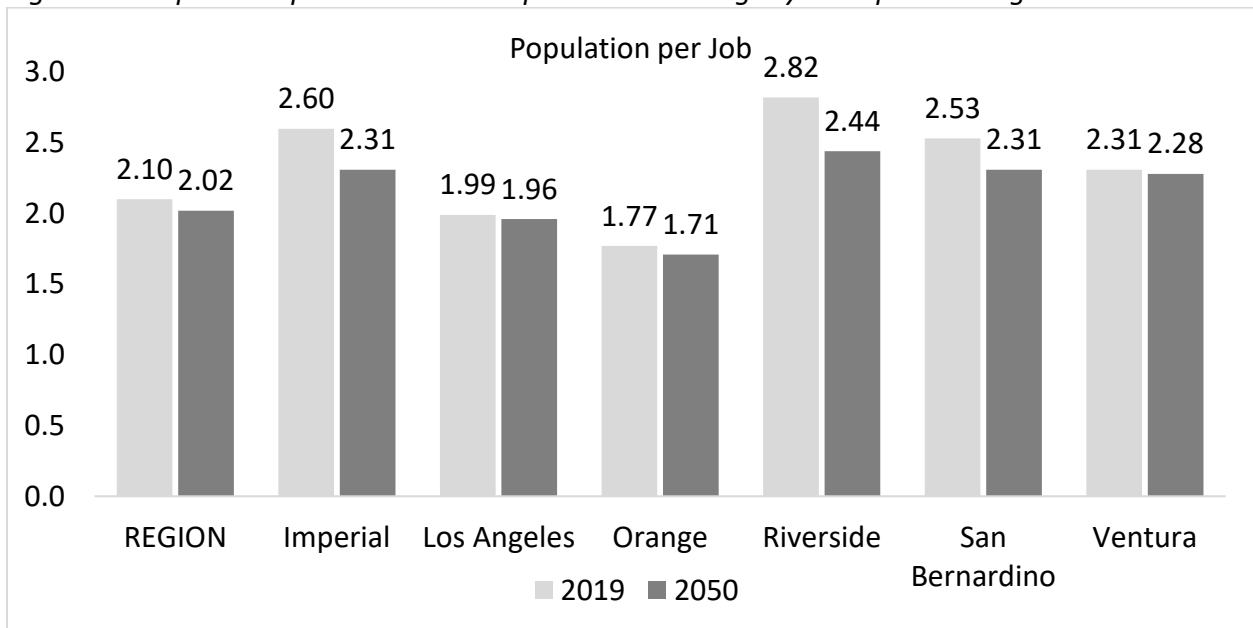
Figure 9: Growth Rates Are Expected to Vary Across the Region, But in All Counties Households Are Expected to Grow Faster Than Population



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, the population-to-employment ratio is expected to fall slightly in all counties in the SCAG region between 2019 and 2050. All counties have averages of at least 1.77 people per job in 2019 and 1.71 or higher in 2050 (Figure 10).

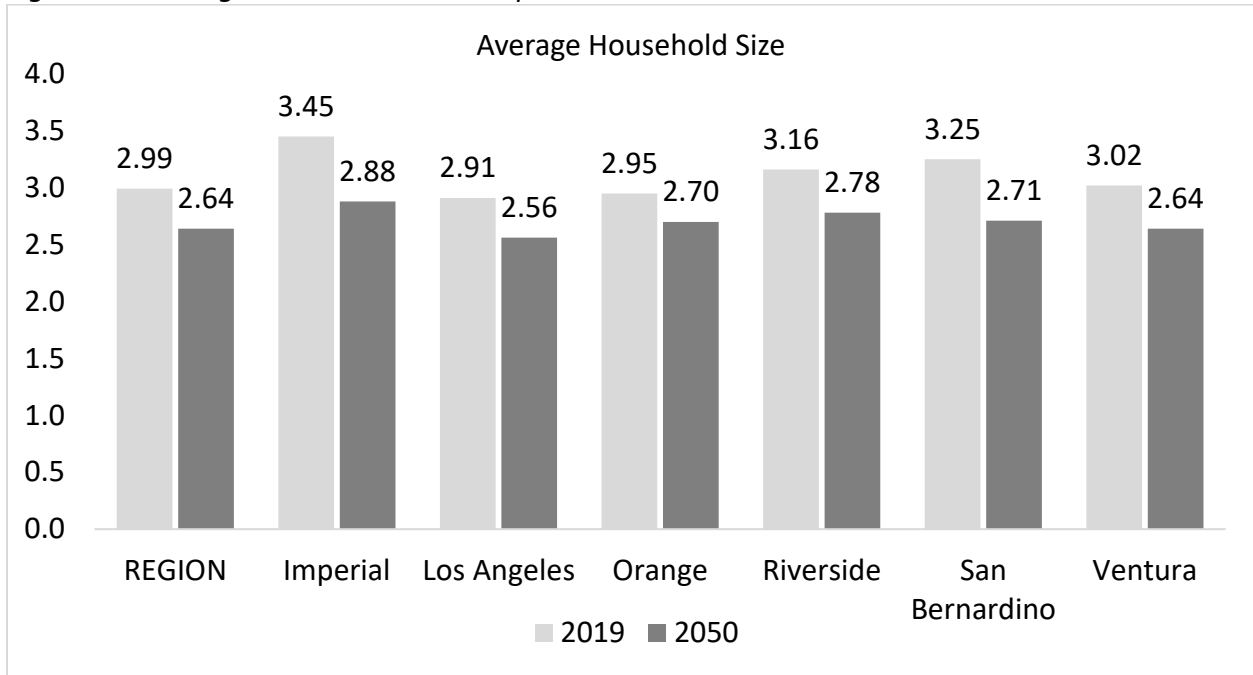
Figure 10: Population per Job Ratio is Expected to Fall Slightly as Population Ages



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, average household size is expected to fall in all counties in the SCAG region between 2019 and 2050. All counties have averages of 2.9 people per household or higher in 2019 and no county is expected to be above that level in 2050 (Figure 11). Imperial has, and is expected to continue to have, the highest average household size while Los Angeles has, and is expected to continue to have, the lowest average household size.

Figure 11: Average Household Size Is Expected to Fall in All Counties



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

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DATE: January 12, 2022

TO: **SCAG Joint Policy Committee**

FROM: Stephen Levy

SUBJECT: Summary of SCAG Region Baseline Job Projections for 2050

This memo presents a summary of CCSCE's key results and a summary of the projection methodology. Projections were developed for the year 2050. These long-term projections are based on expected changes in the national and world economy over the next 30 years, past and expected demographic trends including immigration and changing age structure, and analysis of competitive conditions in the state and SCAG region economies.

Understandably, the pandemic and associated job losses are a major focus of attention during the development of this forecast. CCSCE worked with SCAG staff in two other periods of short-term job losses, large net out-migration, and lagging behind the nation in job growth—in the early 1990s after the aerospace/defense cuts and in the 2008-2010 recession marked by large increases in foreclosures. In each period, the regional economy recovered based on adaptability and long-term strengths.

These projections were prepared for SCAG in July 2021. This memo is organized as follows:

- Summary of Key Results
- Methodology for Developing the Job Projections
 - The U.S. Job Projections
 - The California Job Projections
 - The SCAG Region Job Projections
 - Historical Trends
 - Projections—Basic Industry Jobs
 - Projections—Local Serving Jobs
- Recent Events and Their Relationship to These Projections
- What Could Lead to Higher or Lower SCAG Region Job Growth

Summary of Key Results

The CCSCE methodology projects SCAG region jobs in relation to job growth (or decline) projected at the national and state level. Total job growth is projected by

examining growth in 103 separate industries, which can be aggregated to 20 2-digit NAICS code sectors.

Job growth in the SCAG region is projected to be slightly faster than the national growth rate. Jobs in the SCAG region are projected to grow slightly more slowly than jobs in the state to 2050, while jobs in the state are projected to grow faster than jobs in the nation. Job growth in each geography is projected to be slow in terms of compound annual growth (CAGR), with the SCAG region projected to grow at 0.47% per year to 2050.

The source for all projections is CCSCE, as explained in each section. The sources for historical U.S. job estimates are the Bureau of Labor Statistics (BLS). California and SCAG region estimates are from the California Employment Development Department (EDD).

Projected Job Growth Rates (thousands)

	2019	2050	% Change	CAGR
US	162,794.8	186,401.9	14.5%	0.44%
CA	19,410.7	23,167.7	19.4%	0.57%
SCAG Region	8,986.7	10,402.7	15.8%	0.47%

The growth rates from 2019 to 2050 are far lower than the growth rate since 1990 for all three areas. Growth is slowing as the population ages, and birth rates decline. There will be fewer births, more deaths, and a smaller share of the population in the workforce. Compound annual growth will slow to roughly half the growth rate from the past 30 years.

Historical Comparison of Job Growth Rates (thousands)

	1990	2019	2050	CAGR 1990-2019	CAGR 2019-2050
US	121,678.5	162,794.8	186,401.9	1.0%	0.4%
CA	14,148.0	19,410.7	23,167.7	1.1%	0.6%
SCAG Region	7,012.7	8,986.7	10,402.7	0.9%	0.5%

The principal driver of regional job growth is the growth potential in the region's economic base (i.e., "Basic Industry" jobs)—those sectors that can choose where they locate (mostly) and sell goods and services primarily to state, national, and world markets. Regions compete for these jobs, which makes policies to increase SCAG region competitiveness important.

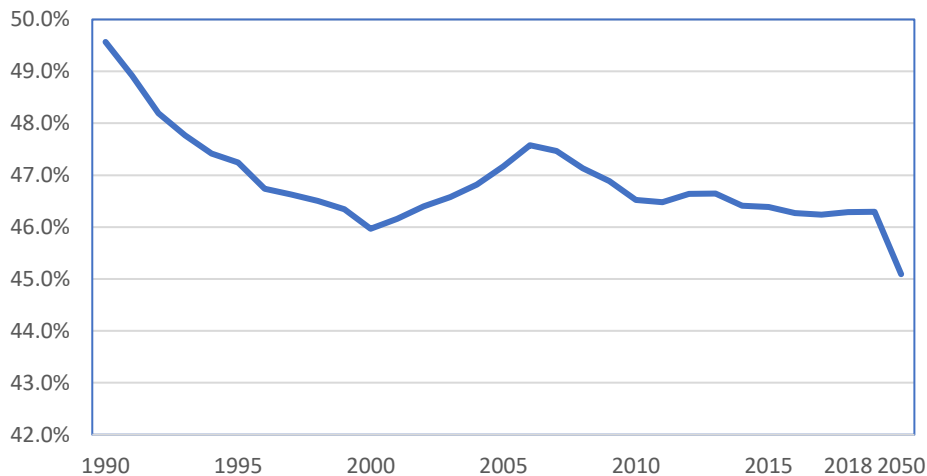
Jobs in the SCAG region's economic base are projected to increase slightly faster than the comparable industries nationally but slower than the state's

economic base between 2019 and 2050. The SCAG region is projected to have 45.1% of the state's jobs in 2050, down slightly from 46.3% in 2019.

The base year for these projections is 2019—prior to the pandemic—though pandemic effects were considered in developing the projections. The final section of this memo explains how the pandemic affects this jobs forecast.

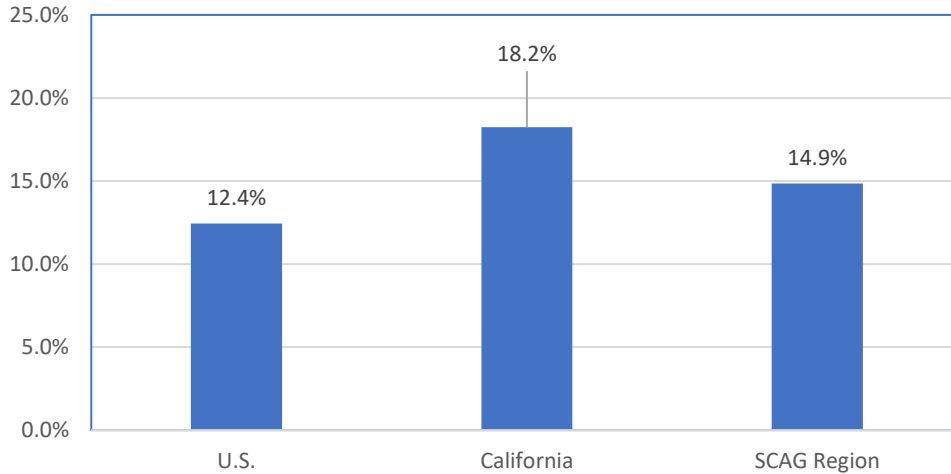
These projections were developed by CCSCE, and as noted below, SCAG staff adjusted the SCAG region job projection based on their analysis of labor force participation trends suggested by the SCAG expert panel. CCSCE concurs with the staff adjustments.

SCAG Region Share of California Jobs



As shown above, the region's share of state jobs fell sharply in the 1990s after the aerospace and defense base closure cuts in the early 1990s. The region lost over 130,000 jobs in those sectors leading to the loss of 490,000 jobs overall and net out-migration of 1 million residents in the early 1990s. As this comprised a significant portion of Southern California's economic base, these losses affected the region far more than the state and nation. The regional share rebounded after 2000 until 2007 and declined back to the 2000 level in 2019. As noted above, a small additional decline is projected between 2019 and 2050.

Projected Growth in Basic Industry Jobs 2019-2050



The SCAG region's economic base job growth to 2050 is concentrated in three sectors—1) professional, business, and information service industries, 2) Wholesale Trade and Transportation and 3) Tourism and Entertainment.

Projection of SCAG Region Basic Industry Jobs (Thousands)

	2019	2050	Change 2019-2050
High Tech Manuf.	152.2	158.6	6.4
Divs. Manuf.	462.0	419.6	-42.4
Whls Trade & Transp.	743.6	897.6	154.0
Prof, Bus & Info Serv.	951.4	1,162.0	210.6
Tourism & Entertainment	415.8	509.5	93.7
Basic Govt	245.1	273.0	27.9
Resource-Based	73.8	75.7	1.9
Total Basic	3,043.8	3,496.1	

- The high-tech manufacturing sector includes computer manufacturing, pharmaceuticals, and aerospace except food.
- The diversified manufacturing sector includes all other manufacturing industries.
- Wholesale trade and transportation include wholesale trade and all transportation industries, including warehousing.
- The professional, business, and information services sector includes all professional, scientific, and technical industries, software publishing, internet-related services, and employment services.
- The tourism and entertainment sector includes motion pictures, amusement industries, and hotels.

- Basic government jobs include federal and state government jobs, and the resource-based sector includes agriculture, mining, and food manufacturing.

Methodology for Developing the Job Projections

The U.S. Job Projections

The national projections include a projection of total population, total jobs, and jobs by industry. SCAG provided CCSCE with a national set of projections developed by Regional Economic Models, Inc (REMI) in 2021.

Based on CCSCE's judgment confirmed by input from the SCAG panel of experts, CCSCE made two small adjustments to the REMI projection of total U.S. population and jobs in 2050. The population projection was raised by 1% to 384.1 million based on the assumption that immigration levels would be roughly 100,000 per year (10% higher) than the last Census population projection in 2017¹. The thinking was 1) the aging of the population and lower birth rates assumed in the population projection would increase the pressure for labor-skill based immigration, 2) the new administration was removing some of the Trump era restrictions, and 3) there is a broad business consensus around higher levels of immigration to fill job openings.

The second adjustment (supported by the panel of experts) was to raise the number of jobs relative to the population based on the assumption of increased labor force participation rates (LFPRs) relative to the REMI model projections. Overall, LFPRs would decline with the aging population but less so than REMI projects.

Additionally, there would be increases for women as education levels increased, birth rates dropped, and services like free pre-K and more affordable child care became available, and the region's relatively high cost of living necessitates more two-earner households.

The result was a national 2050 population projection of 384.1 million people and 186.4 million jobs, both slightly higher than the REMI projection.

The approximately 100 individual industry job projections were developed as follows based on 1) the REMI 2050 projections, 2) BLS projections to 2030, and 3) CCSCE judgment.

When the REMI 2050 and BLS 2030 projections showed similar average annual growth rates, the REMI projected growth rate to 2050 was used.

¹ See <https://www.census.gov/data/datasets/2017/demo/popproj/2017-popproj.html>

There were many industries in CCSCE's model where REMI did not provide a projection. When REMI provided a projection for an industry that the CCSCE sub-industry was a part of (for example, REMI projected chemical manufacturing and CCSCE split the sector into pharmaceuticals and other chemicals), the REMI projection was used for the larger sector if it was consistent with the BLS growth trend. CCSCE made the sub-industry projections using the BLS 2030 growth trends in most cases.

When REMI did not provide a projection needed in the CCSCE model, and the step above was not possible, CCSCE used the BLS growth trend. When REMI and BLS disagreed on the long-run industry growth, CCSCE used judgment to select which trend to follow. The major changes made by CCSCE were to reduce some BLS growth rates past 2030 when the BLS 2020-2030 projections were used.

The national pattern of basic industry growth is shown below and is the most important input to the state and SCAG region projections.

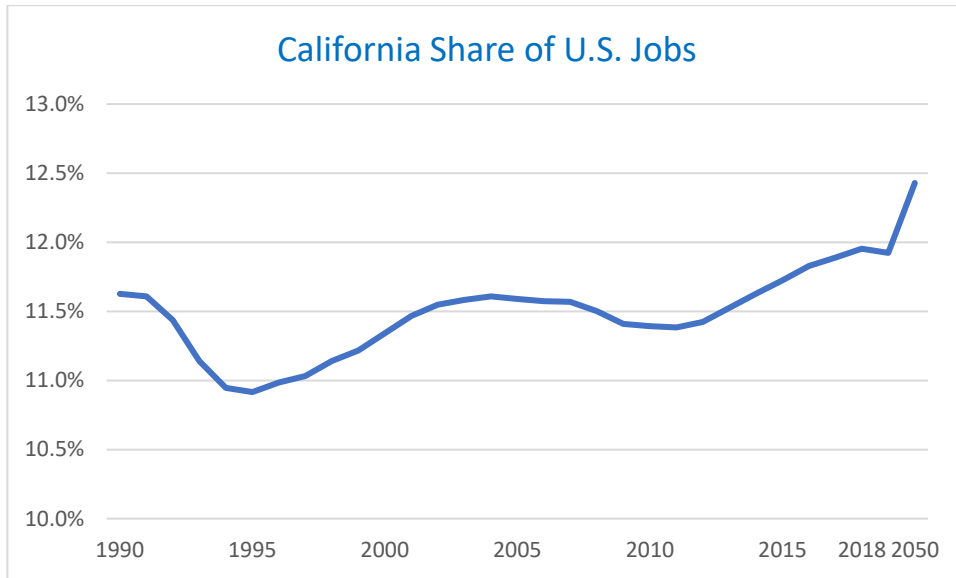
- By far, the largest sector growth is in professional, business, and information services, almost all in high-tech services.
- The tourism and entertainment sectors have the second-highest growth rate, and both of these sectors are strengths of the California economy.
- Diversified manufacturing jobs are projected to decline slightly. While the expected output increases in high-tech manufacturing are large, these largely reflect strong productivity growth, and job growth is expected to be small.
- Growth in other sectors is modest, and the growth in transportation is largely in warehousing and home delivery jobs due to the rise in e-commerce.

Projection of U.S. Basic Industry Jobs (thousands)

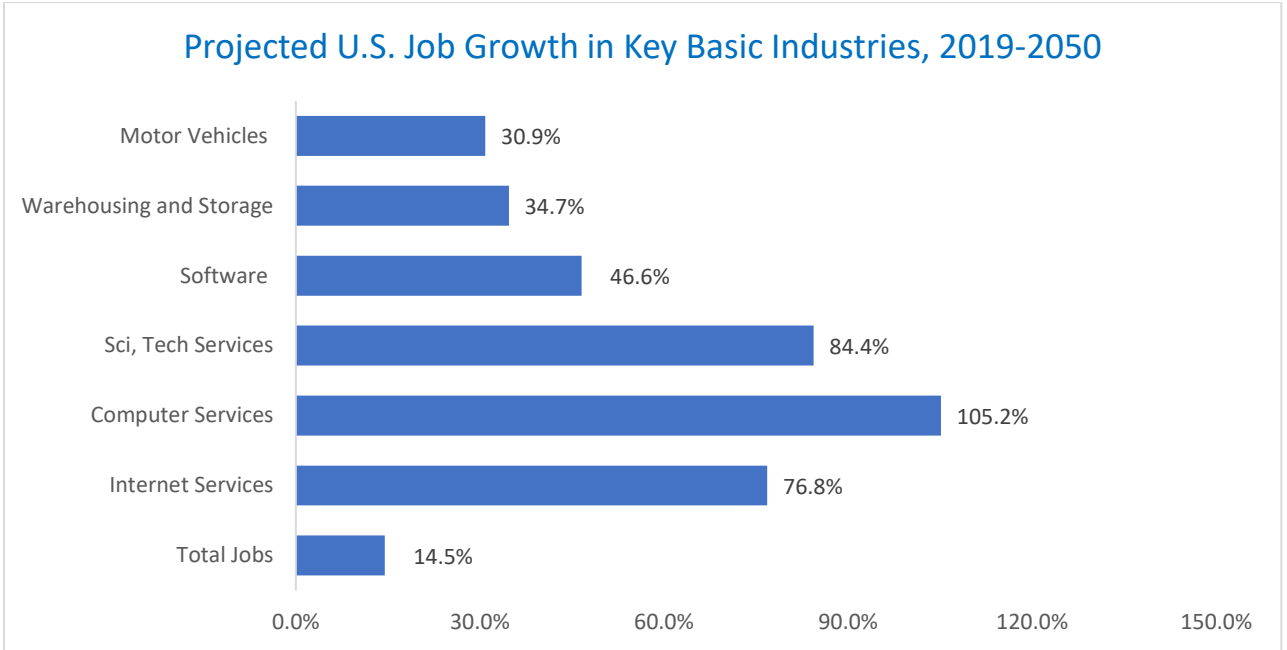
	2019	2050	Change 2019-2050	% Change
High Tech Manuf	1,920.7	1,999.3	78.6	4.1%
Divs. Manuf.	8,100.3	7,754.0	-346.3	-4.3%
Whls Trade & Transp.	8,675.5	9,144.8	469.3	5.4%
Prof, Bus & Info Serv.	16,744.9	21,641.2	4,896.3	29.2%
Tourism & Entertainment	4,266.0	5,127.7	861.7	20.2%
Basic Govt	2,834.0	3,032.1	198.1	7.0%
Resource-Based	3,128.9	3,255.9	127.0	4.1%
Total Basic Jobs	45,670.3	51,955.0	6,284.7	13.8%

The California Job Projections

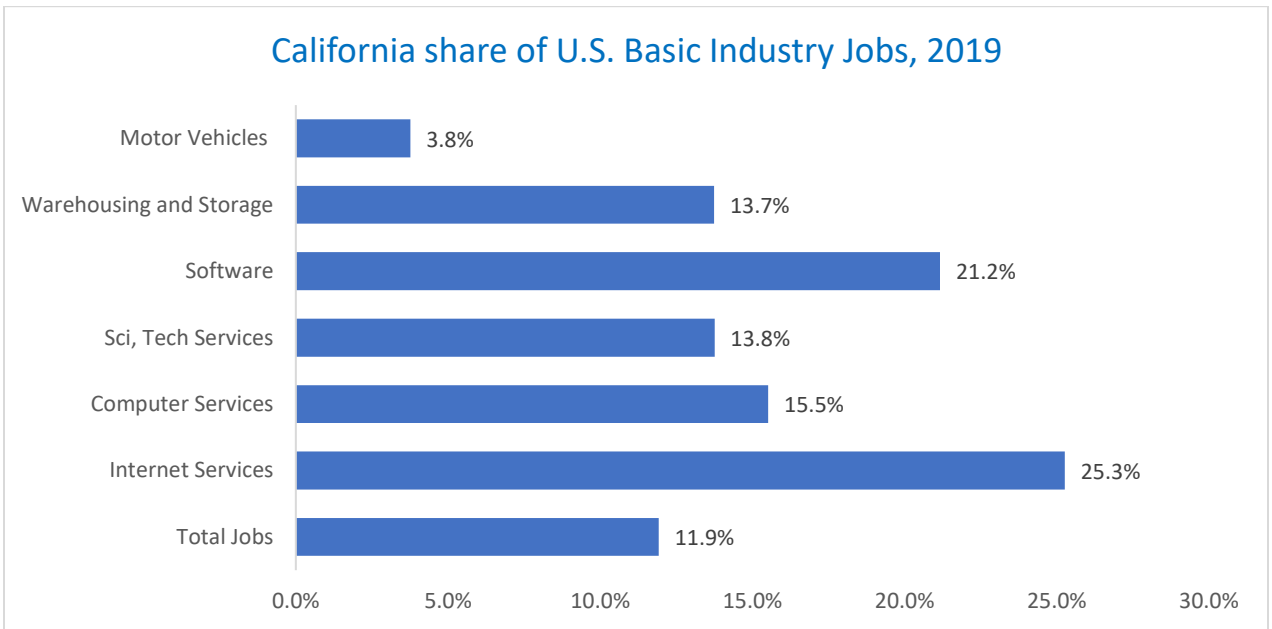
California is projected to add jobs at a faster rate than the nation. The state is projected to capture 12.4% of the nation's jobs in 2050—an increase from 12.0% in 2018 and 11.9% in 2019. The state has captured an increasing share of national jobs in recent years on the strength of the state's economic base.



The case for the strength of California's economic base is straightforward. We have a high share in some of the nation's fastest growing sectors. The chart below shows some of the nation's fastest-growing economic base industries.



These are sectors in which California has a relatively large share of current jobs.



The case for above-average job growth in California's economic base rests on three major findings:

- California remains a center for innovation in tech, design, and entertainment
- California benefits from its location on the Pacific Rim for trade, tourism, and talent

- California benefits from being a welcoming place to live and work

The SCAG region also benefits from being a welcoming place. What does this mean, and why is it important? A welcoming place is a place where people feel welcome no matter where they were born, their sexual or religious preferences, and the color of their skin. Welcoming places attract talented workers and entrepreneurs who might not feel welcome in other regions and is, thus, a competitive advantage.

California is projected to get 13.5% of U.S. basic industry jobs in 2050, up from 12.8% in 2019.

The largest numerical job gains are in the professional, business, and information service industries, followed by entertainment and tourism and wholesale trade and transportation industries. Other basic industry subsectors are projected to have small job gains, and diversified manufacturing jobs are projected to decline.

The table below clusters key subsectors and shows that the projected industry shares remain relatively stable. While we project California to have a larger share of basic industry employment relative to the U.S., most of the share gains between 2019 and 2050 are the result of the industry mix in the state rather than from the projected share increases in the individual industries.

Small share increases were projected for some professional and information service sectors as well as warehousing, support for transportation, and motor vehicle manufacturing—all continuing but slowing, recent share gains.

Projection of California Basic Industry Jobs

	Jobs (Thousands)		% of US Jobs	
	2019	2050	2019	2050
High Tech Manuf.	406.9	427.9	21.2%	21.4%
Divs. Manuf.	666.2	644.1	8.2%	8.3%
Whls Trade & Transp.	1,050.7	1,169.9	12.1%	12.8%
Prof, Bus & Info Serv.	2,333.2	3,178.3	13.9%	14.7%
Tourism & Ent.	622.5	762.1	14.6%	14.9%
Basic Govt	248.2	266.4	8.8%	8.8%
Resource-Based	502.1	540.5	16.0%	16.6%
Total Basic Jobs	5,829.8	6,989.2	12.8%	13.5%

The local (population and business) serving jobs were projected in the following manner.

California has historically had a very similar ratio of local serving jobs to basic jobs as the nation. CCSCE projected the total of local serving jobs in relation to the projection of basic industry jobs using our relation to the national share.

Specifically, California was projected to have 3% fewer local serving jobs relative to basic industry jobs than the nation following the historical trend.

Individual local serving industry jobs were not projected directly as a share of the nation. CCSCE projected the composition of local serving jobs in the state by projecting the individual industry shares of total local serving jobs.

Many industries have similar shares of local serving jobs as the nation. For example, California is projected to have 5.2% of local serving jobs in construction compared to 5.1% in the nation. Some industries have historically had different shares compared to the nation. For example, 7.2% of local serving jobs in the SCAG region are in individual and family services compared to just 3.2% in the nation.

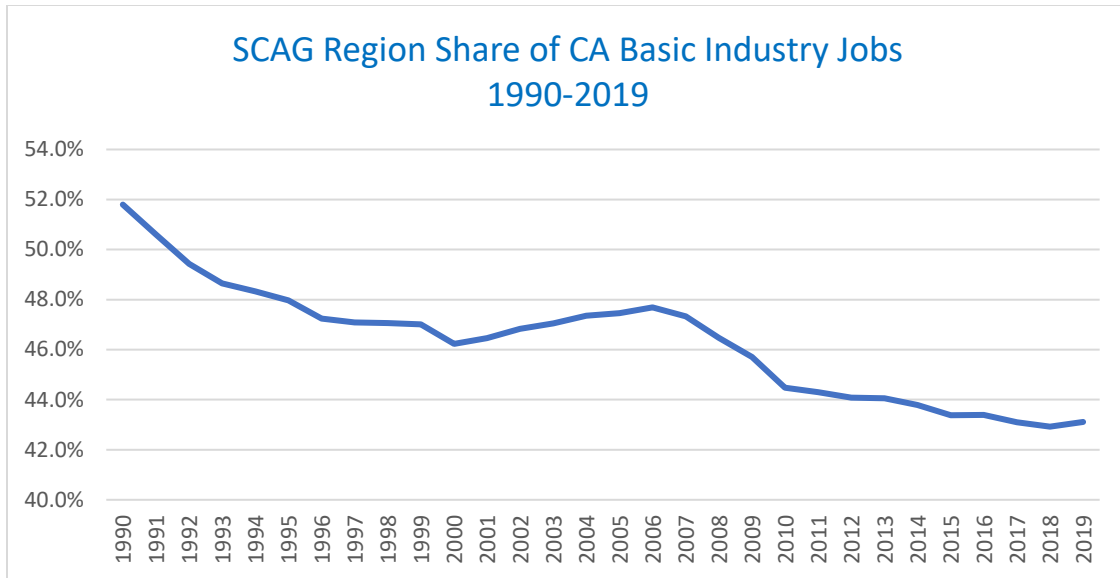
The one exception is that state and local government and education jobs are projected based on projections of relevant population and service level growth.

The SCAG Region Job Projections

The region's industry job growth was projected in relation to state industry growth in the same manner as California was projected in relation to the nation.

Historical Trends

The SCAG region's share of state basic industry jobs declined between 1990 and 2019. There was a sharp decline in the 1990s as a result of the large decrease in aerospace and defense jobs. Then the region's share rose for a few years, after which there was another decline during the 2008-2010 national recession. Since then, the share has declined slightly from 44% to 43% as the Bay Area share rose with the large tech job gains.



There were large changes in the structure of the region's economic base between 1990 and 2019. Losses in both high tech manufacturing (which includes aerospace and electronic instruments) and other manufacturing were offset by gains in Wholesale Trade and Transportation (which includes warehousing and port-related jobs), Professional, Business and Information Services and Tourism and Entertainment.

Historical Trend in SCAG Region Basic Industry Jobs (Thousands)

	1990	2007	2019	1990-2007	2007-2019
High Tech Manuf.	370.0	183.2	152.2	-186.8	-31.0
Divs. Manuf.	774.0	587.7	462.0	-186.3	-125.7
Whls Tr & Transp.	546.0	687.3	743.6	141.3	56.3
Prof, Bus & Info Serv.	690.3	884.9	951.4	194.6	66.5
Tourism & Ent	280.2	343.8	415.8	63.6	72.1
Basic Govt	241.5	234.4	245.1	-7.1	10.7
Resource-Based	107.3	83.0	73.8	-24.3	-9.2
Total Basic Jobs	3,009.3	3,004.2	3,043.8	-5.0	39.6

Projections—Basic Industry Jobs

The largest basic industry job gains to 2050 are in the professional, business, and information services cluster. The growth follows national and state trends. The growth in Wholesale Trade and Transportation jobs follow national and state trends, but we project that the SCAG region will enjoy a continued, small increase in the share of jobs in warehousing and port-related sectors because the region benefits from its Pacific Rim location. Tourism jobs also benefit from the Pacific Rim location, while Entertainment jobs benefit from the large creative labor force in the region.

Projection of SCAG Region Basic Industry Jobs (Thousands)

	2007	2019	2050	2007-2019	2019-2050
High Tech Manuf.	183.2	152.2	158.6	-31.0	6.4
Divs. Manuf.	587.7	462.0	419.6	-125.7	-42.4
Whls Trade & Transp.	687.3	743.6	897.6	56.3	154.0
Prof, Bus & Info Serv.	884.9	951.4	1,162.0	66.5	210.6
Tourism & Ent.	343.8	415.8	509.5	72.1	93.7
Basic Govt	234.4	245.1	273.0	10.7	27.9
Resource-Based	83.0	73.8	75.7	-9.2	1.9
Total Basic Jobs	3,004.2	3,043.8	3,496.1	39.6	452.2

The region is projected to have a small decline (43.1% to 41.9%) in the share of total state basic industry jobs between 2019 and 2050. At the same time, the region's share of U.S. basic industry jobs is projected to increase from 5.5% to 5.6%. Both shares are up from the 2000 levels that were still held down by the 1990s aerospace and defense job losses.

SCAG Region Share of Basic Industry Clusters, 2000-2050

	U.S.			California		
	2000	2019	2050	2000	2019	2050
High Tech Manuf.	6.3%	7.9%	7.9%	30.0%	37.4%	37.1%
Divs. Manuf.	3.7%	5.0%	5.0%	37.1%	53.1%	51.3%
Whls Trade & Transp.	5.6%	6.7%	7.5%	50.9%	55.5%	57.9%
Prof, Bus & Info Serv.	5.1%	5.4%	5.2%	36.8%	38.9%	35.7%
Tourism & Ent.	8.1%	8.4%	8.5%	56.2%	57.3%	57.0%
Basic Govt	3.2%	3.1%	3.2%	33.5%	31.4%	31.4%
Resource-Based	3.2%	2.5%	2.5%	16.1%	15.0%	14.2%
Total Basic Jobs	4.8%	5.5%	5.6%	38.4%	43.1%	41.9%

The region is projected to continue increasing its share of C.A. jobs in the Wholesale Trade and Transportation cluster led by share gains in port-related jobs and warehousing as the ports will benefit from growth in Pacific Rim trade. The Tourism and Entertainment cluster is projected to maintain a high share of this fast-growing cluster. Job losses in Manufacturing will ease following national and state trends.

The region is projected to get a large number of additional jobs in the Professional, Business, and Information services cluster despite a decline in the share of state jobs. As discussed below, the region has seen a surge in venture capital funding along with the nation, which could translate into additional job growth in this cluster.

Projections—Local Serving Jobs

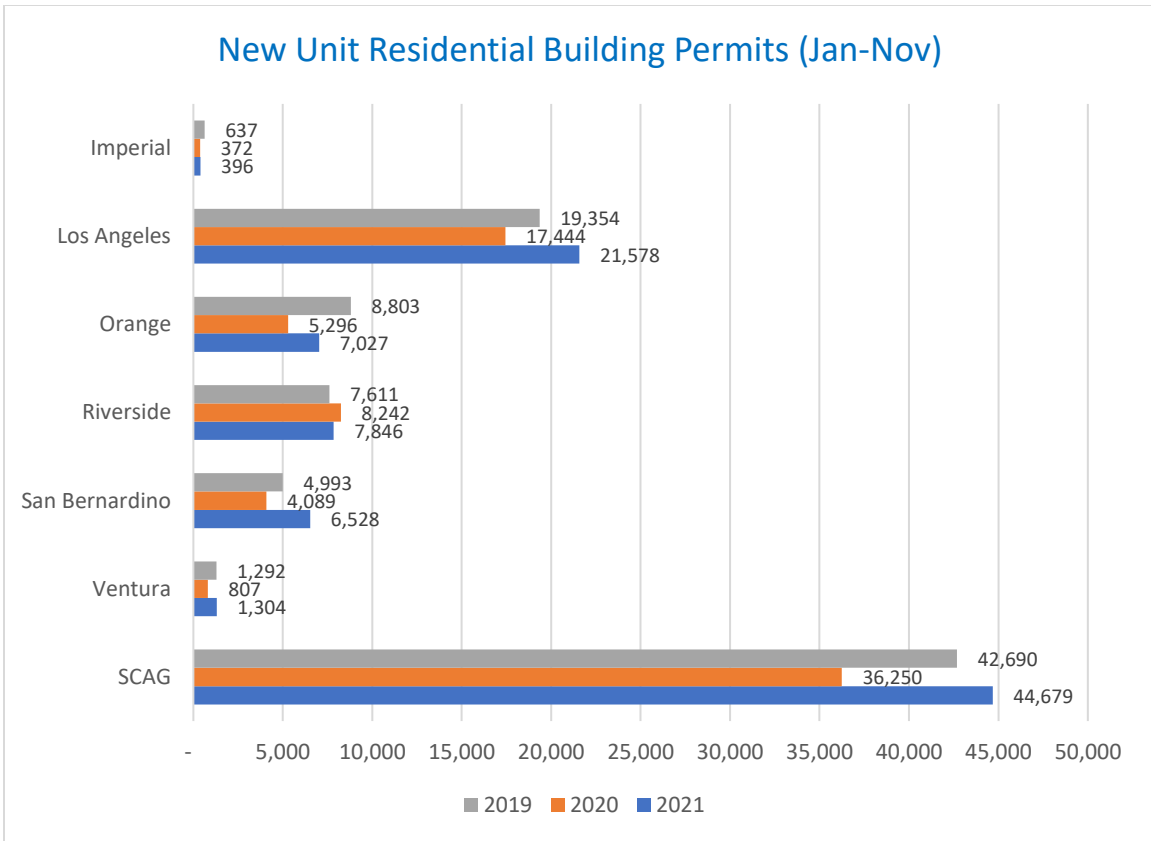
These are jobs that serve local residents and businesses in contrast to the basic industry jobs that serve state, national, and world markets.

Local serving jobs in the region were projected in two steps in the same manner as for the state—first looking at the ratio of local serving jobs to basic industry jobs in the region compared to the state and then projecting what share of the total of local serving jobs would be in each industry.

The region has historically had a slightly higher share of local serving jobs to basic industry jobs than the state though the difference is less than 3%. The pattern of local serving jobs in the region is similar to the state pattern. The largest growth in local serving jobs in the SCAG region is projected to be in health care, social services, food services, self-employment, and construction. Retail trade jobs are projected to decline following national and state trends.

Recent Events And Relationship to These Projections

- 1) SCAG staff made a technical adjustment to CCSCE's SCAG region job projection for 2050. Both the expert panel and CCSCE recommended using higher labor force participation rates for certain age and ethnic groups compared to what the REMI model used. Additionally, REMI's regional population projections suggested a heavy reliance on 2017-vintage Census projections which were conducted prior to recent fertility decreases and the release of 2020 Census data. Both of these factors—which are used by SCAG's population projection model—would indicate lower regional and national populations. When SCAG staff incorporated these into the SCAG demographic model, the result was fewer residents were needed to fill the projected jobs as higher rates resulting in more workers relative to population. As a result, the slightly lower population meant fewer local serving jobs were needed, and the overall 2050 regional job projection for 2050 was lowered from 10.45 to 10.17 million.
- 2) Congress passed, and the President signed a \$1.2 trillion infrastructure bill. Initial analysis shows that the bill will increase infrastructure funding for the SCAG region, including funding for affordable housing. These funds can strengthen SCAG's competitive position.
- 3) International travel expanded in November 2021 after some travel restrictions were removed. Airport travel has recovered though it is still approximately 1/3 below pre-pandemic levels.
- 4) Port activity in 2021 will set a record though volumes are temporarily lower than last year since September from the backup and delays in unloading cargo.
- 5) Housing permits are up substantially over 2020 levels and match 2019 permit levels. The state has adopted new housing approval and enforcement legislation.



Source: Construction Industry Research Board, New Units from Building Permits

- 6) Some immigration and refugee admission restrictions were ended though no major agreement on immigration reform has been reached.
- 7) 2020 and now 2021 will set records for the region in venture capital funding, and the region (Imperial County is not included) is the 4th largest V.C. market after the Bay Area, New York, and Boston regions.
- 8) In December, the UCLA Andersen Forecast forecast that the state and region (not including Imperial County) would outpace the nation in job growth in 2022 and 2023.

UCLA Economic Forecast, Non-Farm Job Growth (Dec 2021)

	<u>2022</u>	<u>2023</u>
Southern California	3.9%	1.7%
California	4.7%	2.5%
U.S.	3.3%	1.3%

- 9) Since July, the SCAG region job and unemployment recovery has continued though the sharp losses in 2020 still appear in the data. In November 2021, the region had recovered two-thirds of the payroll job losses, with the Inland Empire improving and Los Angeles County lagging.

Recent Employment Trends (Non-Farm Wage and Salary Jobs in Thousands)

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	54.2	48.2	48.6	52.1	65.0%
Los Angeles	4,622.8	3,850.3	4,046.9	4,317.2	60.4%
Orange	1,688.7	1,411.9	1,492.1	1,606.6	70.3%
Riv.-San Ber.	1,589.0	1,366.7	1,482.5	1,550.1	82.5%
Ventura	317.0	265.8	286.4	298.9	64.6%
Total SCAG	8,271.7	6,942.9	7,356.5	7,824.9	66.4%

Seasonally adjusted EDD

Unemployment rates have declined though not back to the historically low pre-pandemic rates. The SCAG region unemployment rate in November was 6.2%, with lower rates in Orange, Riverside, San Bernardino, and Ventura Counties.

Unemployment Rates

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>
Imperial	18.1%	28.6%	16.5%	15.5%
Los Angeles	4.7%	18.2%	12.7%	7.1%
Orange	2.8%	14.4%	7.3%	4.1%
Riv.-San Bern.	3.9%	15.2%	8.6%	5.4%
Ventura	3.7%	14.5%	7.4%	4.4%
Total SCAG	4.3%	16.8%	10.7%	6.2%

EDD

EDD's broader measure of employment that includes self-employment showed that 81.4% of the pre-pandemic level of employment had been recovered with nearly 100% in the Inland Empire. Self-employment includes some professional workers (e.g., lawyers, accountants, and real estate agents), small business proprietors, and a growing number of gig workers.

Employed Residents (Thousands)

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	59.0	52.0	54.4	57.5	78.6%
Los Angeles	4,971.9	3,892.4	4,289.9	4,722.1	76.9%
Orange	1,572.1	1,305.8	1,407.1	1,528.6	83.7%
Riv.-San Bern.	2,019.7	1,716.5	1,897.6	2,008.8	96.4%
Ventura	408.0	346.0	372.6	394.0	77.4%
Total SCAG	9,030.7	7,312.7	8,021.6	8,711.0	81.4%

10) The Governor's budget released 1/10/22 includes a number of new funding proposals in support of housing. They will be discussed in the Legislature in the coming months.

What Could Lead to Higher or Lower Job Growth

In November 2021, SCAG staff presented high, medium, and low projection ranges of population, households, and employment which are summarized in the accompanying staff report. High and low series were based on high and low scenarios of population growth, which adjusted population-serving, and therefore, total jobs. Additionally, the high scenario slightly increased the region's share of U.S. basic jobs.

As this report and discussion of recent trends indicate, many factors could affect the baseline job forecast for the region. Factors that could lead to the largest changes are discussed below.

At the national level, differences in the level of immigration will affect national job growth and spill over to the region's job growth rate. If current trends continue, job growth will be lower than projected in the baseline forecast, and if significant immigration reform is adopted, job growth will likely be larger than in the baseline forecast.

The level of success in addressing the region's housing, transportation, and infrastructure challenges will affect regional competitiveness and the share of national and state jobs likely to locate in the region.

The baseline job forecast for the region assumes some success in meeting the region's housing, transportation, and infrastructure challenges consistent with SCAG's adopted policy direction. If the region is able to produce more housing than in the baseline forecast, particularly in the lower- and moderate-income price range, that will improve the region's competitive position for job growth and vice versa.

The Relationship of the Pandemic to the 2050 Regional Job Forecast

The pandemic has lasted longer than expected a few months back. During this time, the regional economy has added jobs and reduced unemployment, though less quickly than hoped for. The UCLA Andersen Forecast has forecasted growth in the next 2-3 years that take account of the pandemic. SCAG's December 2021 Economic Summit also provided a detailed outlook of each county and the regional economy over the short term.

The CCSCE job forecast for 2050 incorporated three trends that started before the pandemic but have been affected by it and have long-term implications:

- Retail trade jobs are projected to decline with the growing shift to online shopping
- Delivery service and warehouse jobs are projected to increase as a result of the growing shift to online shopping
- Self-employment jobs are projected to increase as a result of growth in these sectors related to gig work opportunities

Furthermore, it is worth reflecting how major disruptions throughout history have had no discernable effect 30 years later due to the number of events and changes during the intervening years:

- no impact of the Spanish flu pandemic in 1918 30 years later in 1948
- no impact of the Great Depression on the economy 30 years later in a period of major growth
- no impact of the dot com bust in 2000, 20 years later as the nation and region set venture capital and tech production and stock valuation records.

2024 Preliminary Regional & County Growth Projections

Kevin Kane, Ph.D.

Program Manager, Demographics & Growth Vision

Department of Sustainability

February 3, 2022

www.scag.ca.gov



Envisioning 2050

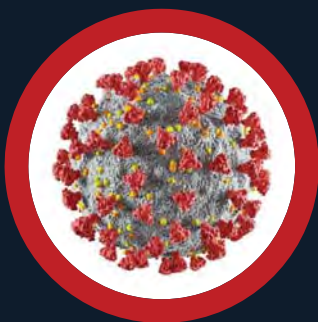
- Births & Deaths
- Economic Base
compared to other places
- Technical Process
- Expert Informed
- Basis for Subsequent Policy
& Strategy Development



Envisioning 2050: Panel of Experts

- **Billy Leung** *Regional Economic Models, Inc.*
- **Dan Hamilton** *California Lutheran University*
- **Deborah Diep** *CSU Fullerton, Center for Demographic Research*
- **Dowell Myers** *University of Southern California*
- **Jerry Nickelsburg** *UCLA Anderson Forecast*
- **John Husing** *Economics & Politics, Inc.*
- **John Weeks** *San Diego State University*
- **Mark Schniepp** *California Economic Forecast*
- **Michael Bracken** *Development Management Group, Inc.*
- **Richelle Winkler** *Michigan Technological University*
- **Simon Choi** *Chung-Ang University*
- **Somjita Mitra** *California Dep't of Finance, Economics Research Unit*
- **Wallace Walrod** *Orange County Business Council*
- **Walter Schwarm** *California Dep't of Finance, Demographic Research Unit*

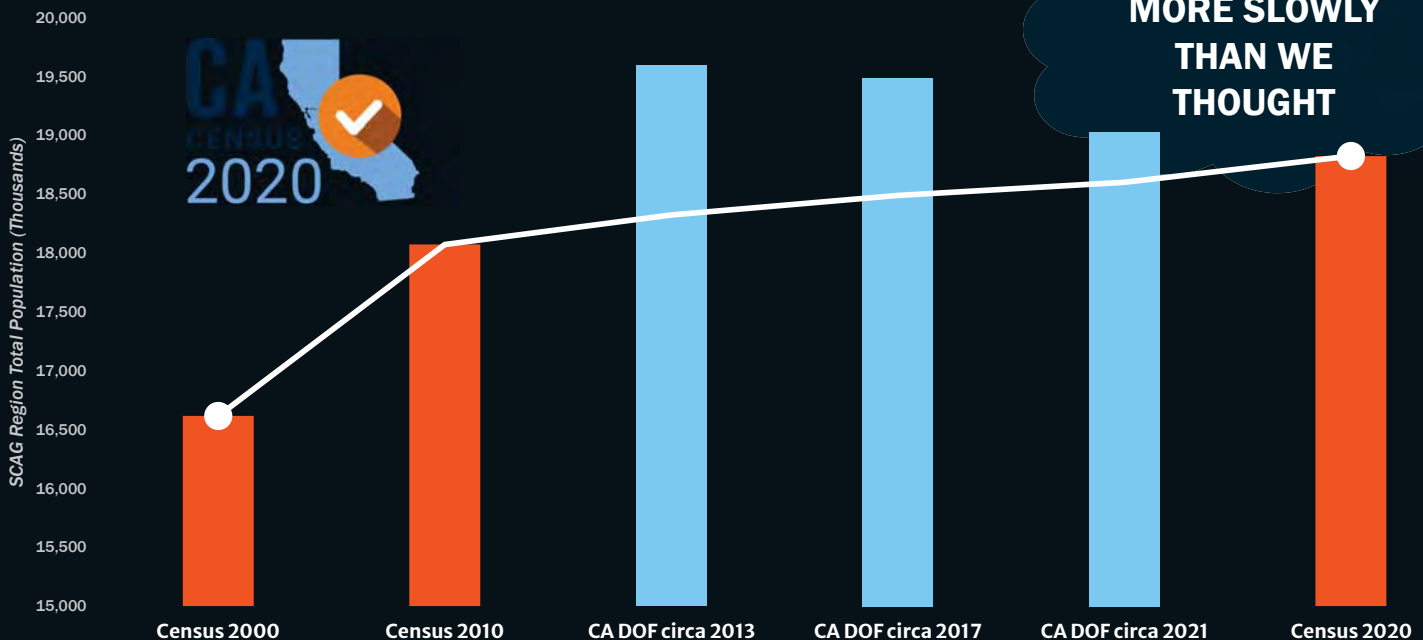
But, Aren't These Uncertain Times?



Outline

- What do we know today?
 - Births and Deaths
 - Economic Base
 - CalExit?
 - Housing
- Preliminary Projection: “Slower Growth, Steady Improvement”
 - Population and aging
 - Households
 - Economic base
- County-Level Projections
- Next Steps

What Do We Know Today? Census 2020

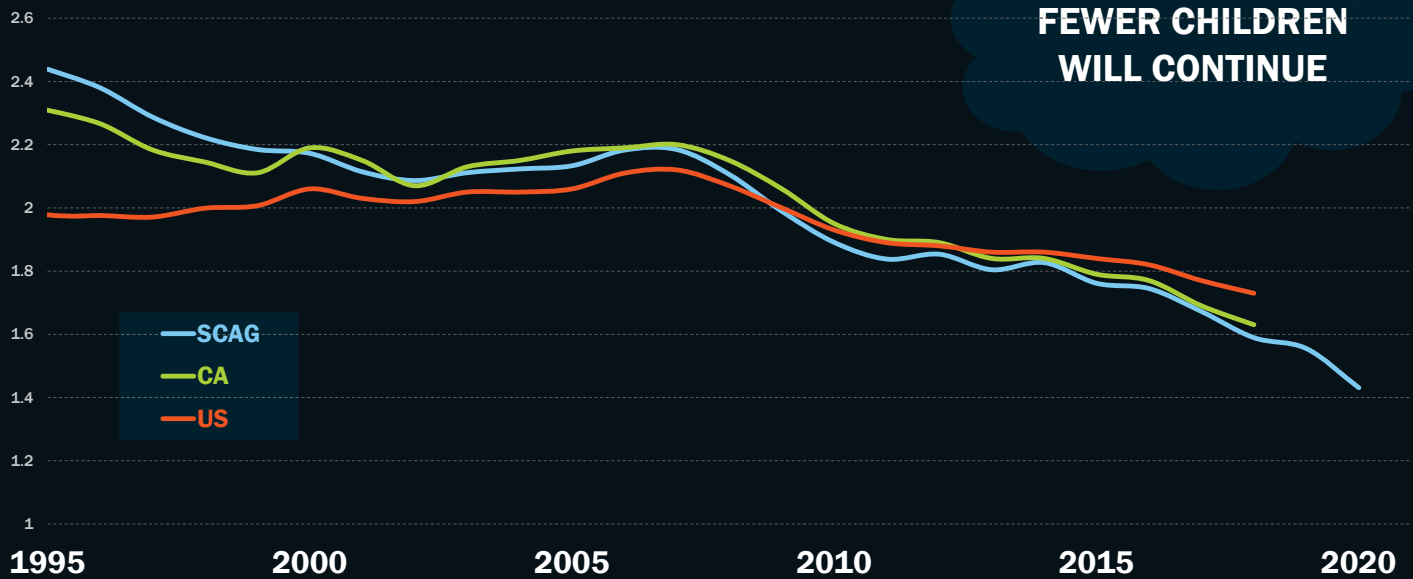


Sources: California Department of Finance (DOF) P3, US Census Bureau, PRB

What Do We Know Today? The Facts of Life



Total Fertility Rate (TFR)



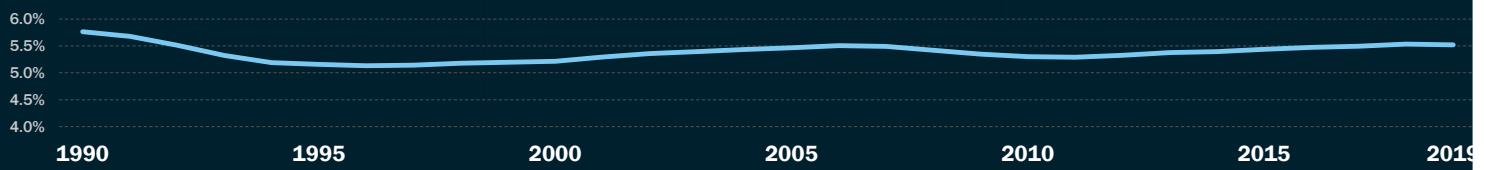
TREND TOWARD FEWER CHILDREN WILL CONTINUE

Sources: California Department of Public Health, PRB

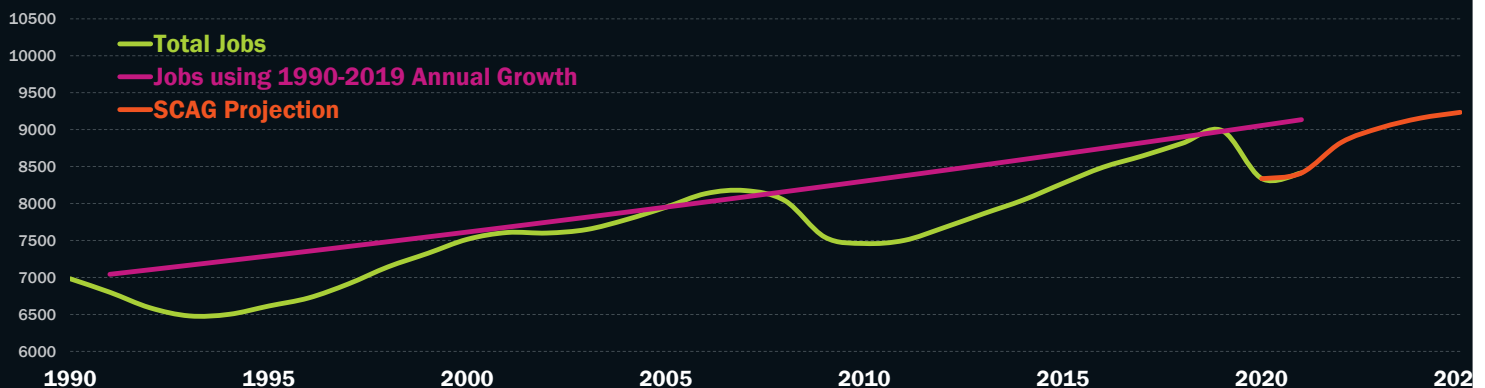
What Do We Know Today? Economy & Jobs



SCAG Region Share of US Jobs Remarkably Consistent



SCAG Region Jobs – Recovery Toward Previous Trend



Source: CCSCE calculation of BLS, EDD, and ACS data; ACS 2010, 2012, and 2019 1-year samples

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

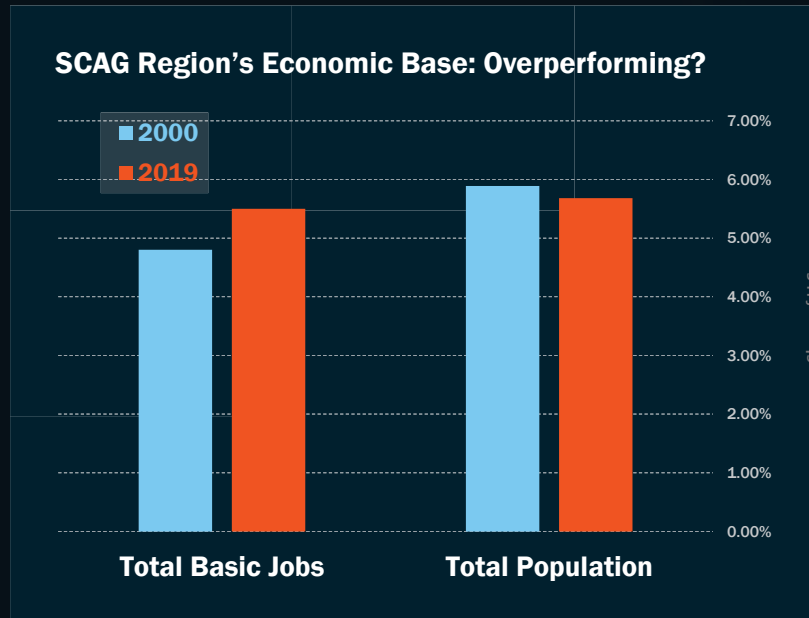
What Do We Know Today? SCAG Economic Base



“Economic Base”

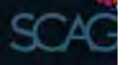
Sectors which sell goods and services to larger markets but concentrate in particular regions. Roughly 1/3 of total SCAG jobs.

- Professional, Business & Information Services
- Wholesale Trade & Transportation
- Tourism
- Entertainment

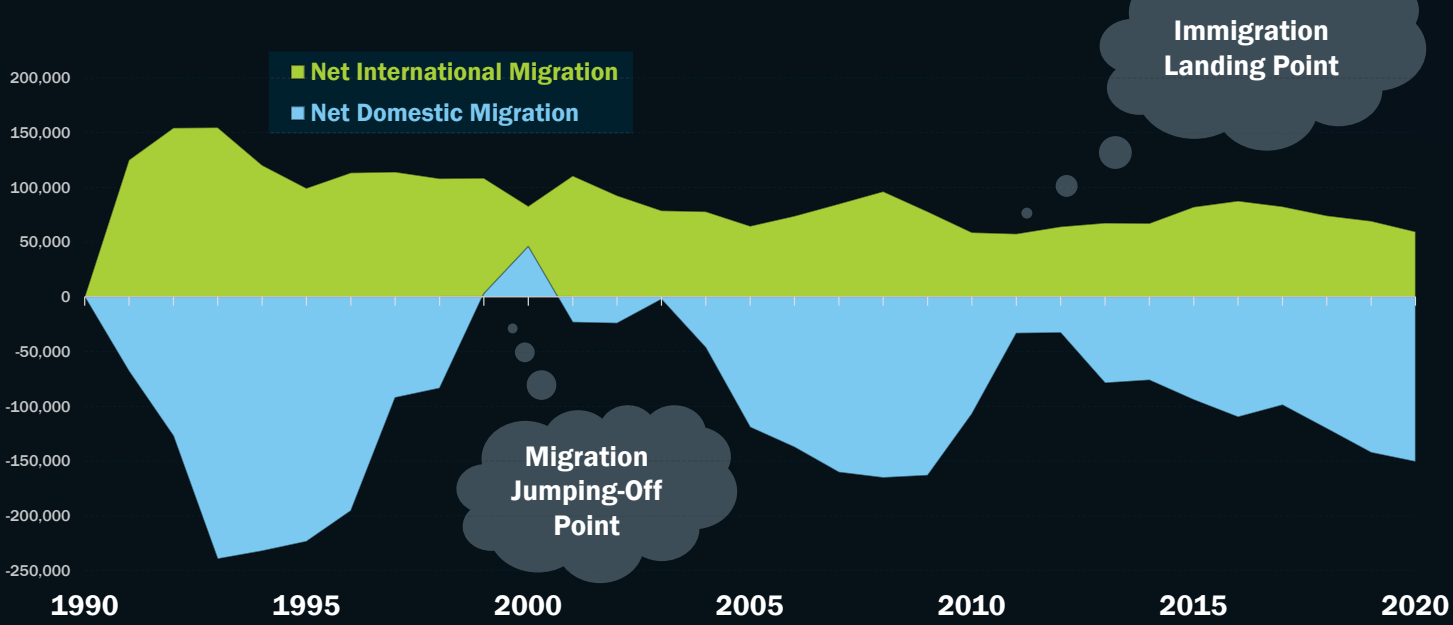


Source: CCSCE calculation of BLS, EDD, and ACS data; Census 2010 and ACS 2019 1-year samples. "Basic" industries may be used interchangeably with "traded" industries or clusters; industries listed are a sample of key basic sectors in Southern California.

CalExit? Or, A Temporary Increase in a Longstanding Trend



Number of Net Migrants (SCAG)



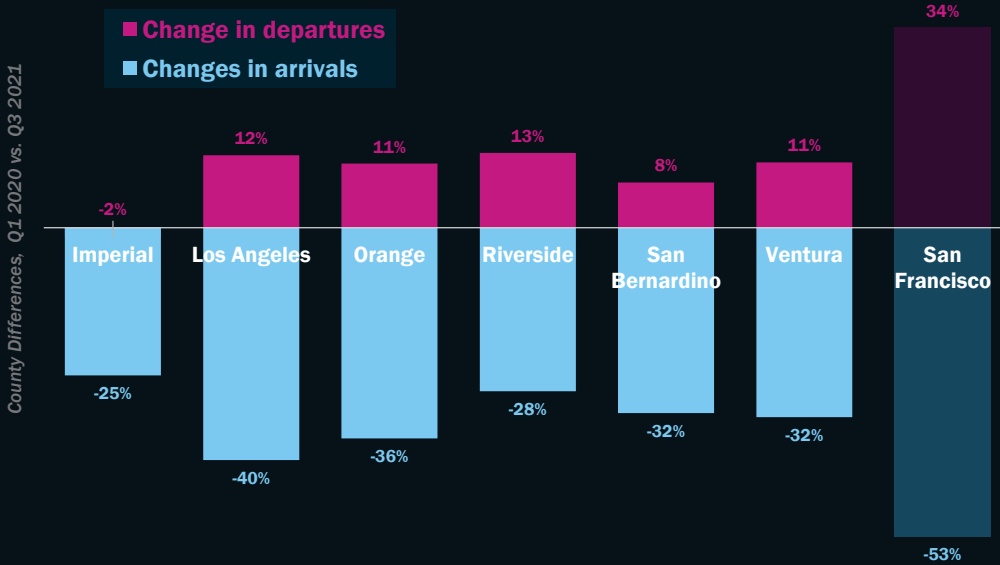
Sources: CA DOF

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

CalExit? What's Happened Since COVID Began



Changes in Migration Since the Pandemic Began



SPOILER ALERT!
There are Fewer People Moving IN

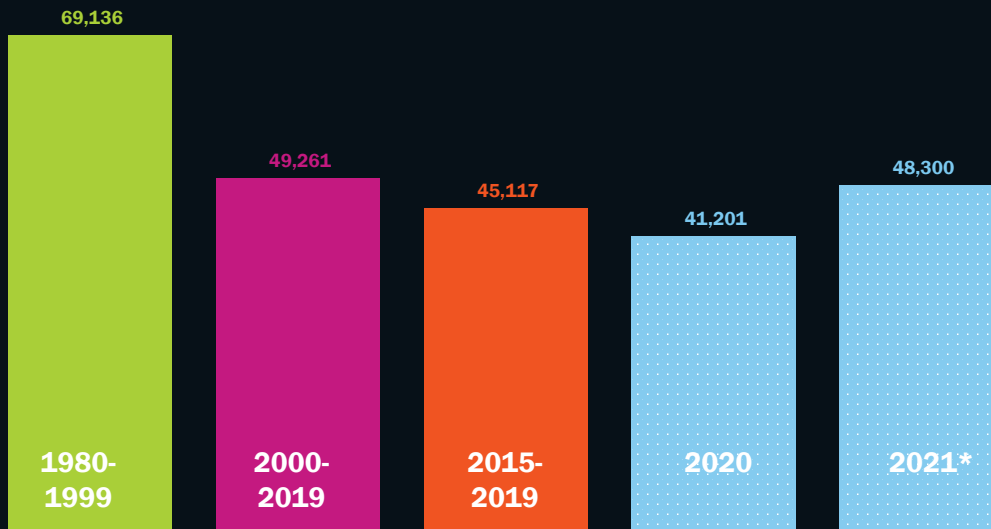


Source: California Policy Lab, see <https://www.capolitylab.org/wp-content/uploads/2021/12/Pandemic-Patterns.-California-is-Seeing-Fewer-Entrances-and-More-Exits.pdf>.

What Do We Know Today? Housing & Households



Annual New Units in the SCAG Region Comparing 2020 & 2021 to Previous Periods

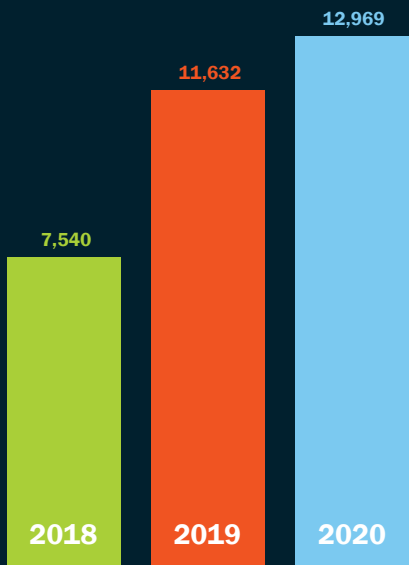


UCLA CA Forecast:
Housing will Increase 17% from 2021 to 2023; Supportive Policy a Major Factor

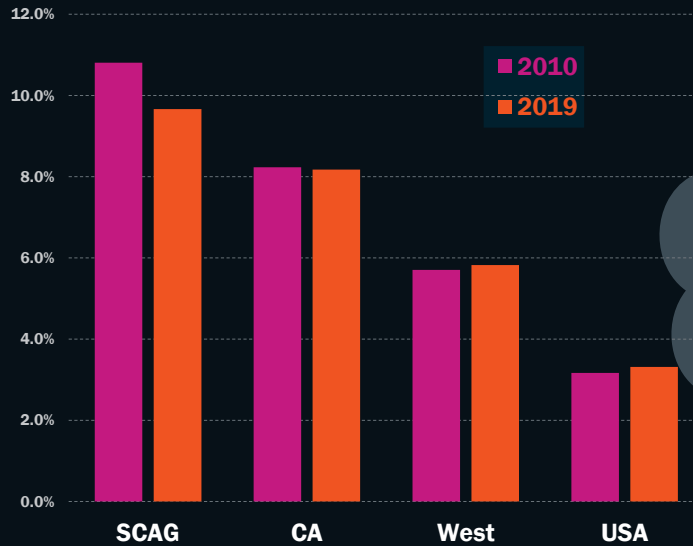
Sources: CIRB New Units from Permits, data available through 11/30/2021 and annualized; UCLA Anderson December 2021 California Forecast

What Do We Know Today? Housing & Households

Accessory Dwelling Units (HCD APR Data)



Household Overcrowding Could Continue to Decrease



During 2020:
 SCAG Region
 Lost 103,000
 People But
 Added 41,000
 Housing Units

Sources: DOF, CIRB, HCD Annual Progress data, ACS 1-year samples indicating > 1.0 person per room

Preliminary Growth Projection: "Slower Growth, Steady Improvement"

Seven Major Inputs

- 1 ▶ Employment Growth
- 2 ▶ Births
- 3 ▶ Deaths
- 4 ▶ Immigration
- 5 ▶ Domestic Migration
- 6 ▶ Labor Force Participation
- 7 ▶ Household Formation (*Headship*)



Regional Growth Ranges

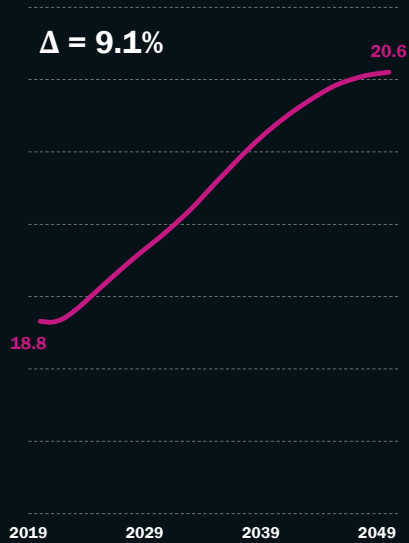
Baseline: Slower Growth, Steady Improvement
 Low: "Secular Stagnation"
 High: Robust and Equitable Future Growth Supported by Policy and Technology



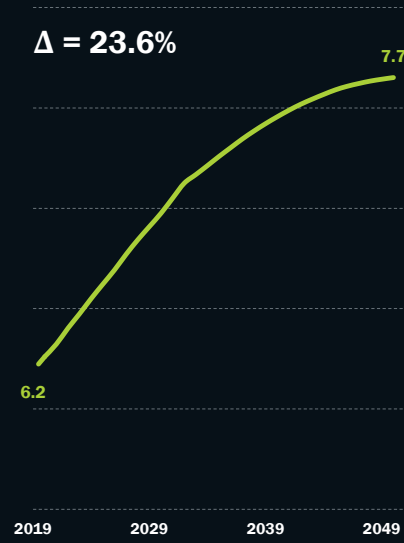
Preliminary Regional Projections



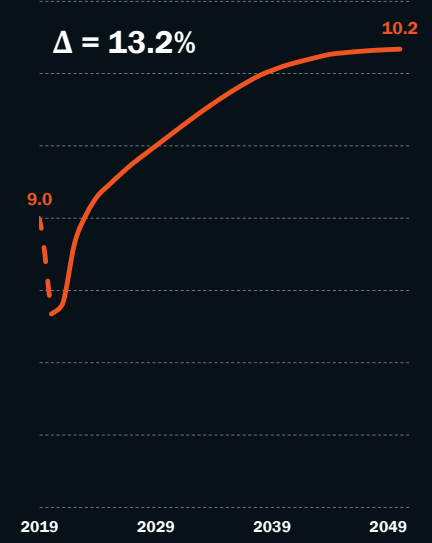
Population (millions)



Households (millions)



Employment (millions)

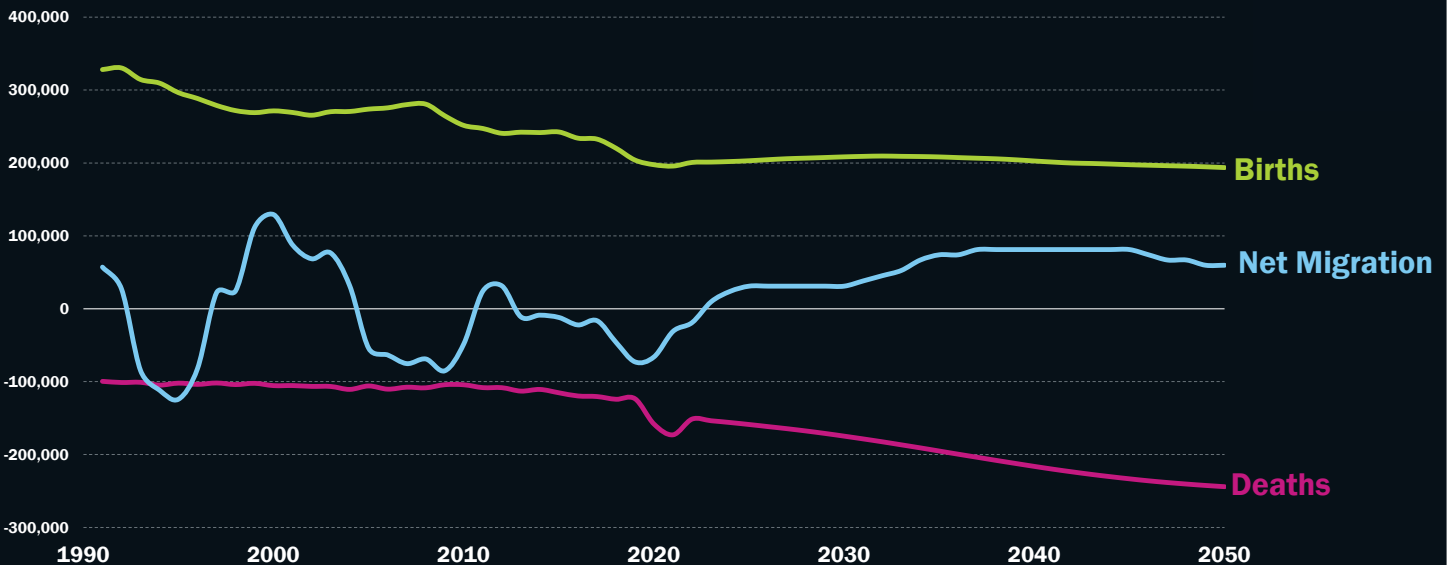


Note: Connect SoCal 2020 projected 19.5% population growth, 27.0% household growth, and 19.8% employment growth from 2016-2045.

Population Change & Aging



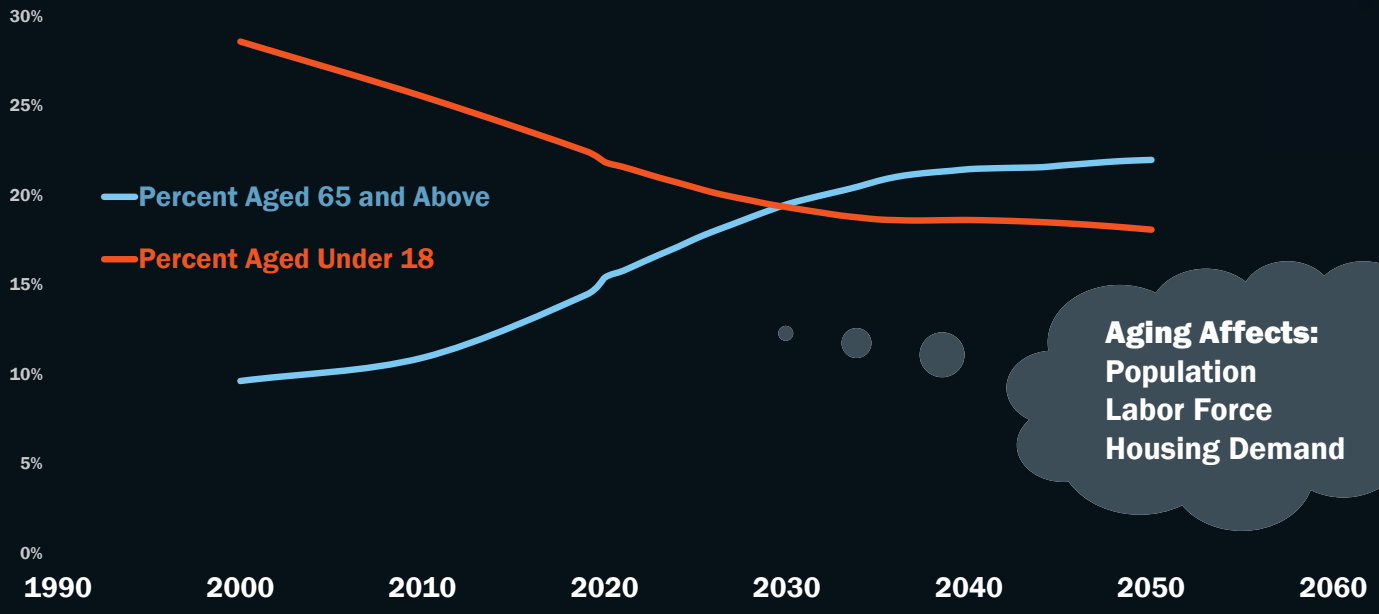
Components of SCAG Region Population Change



Source: CA DOF (historical) and SCAG (projection). Figures expressed represent total annual population change.

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

Population Change & Aging



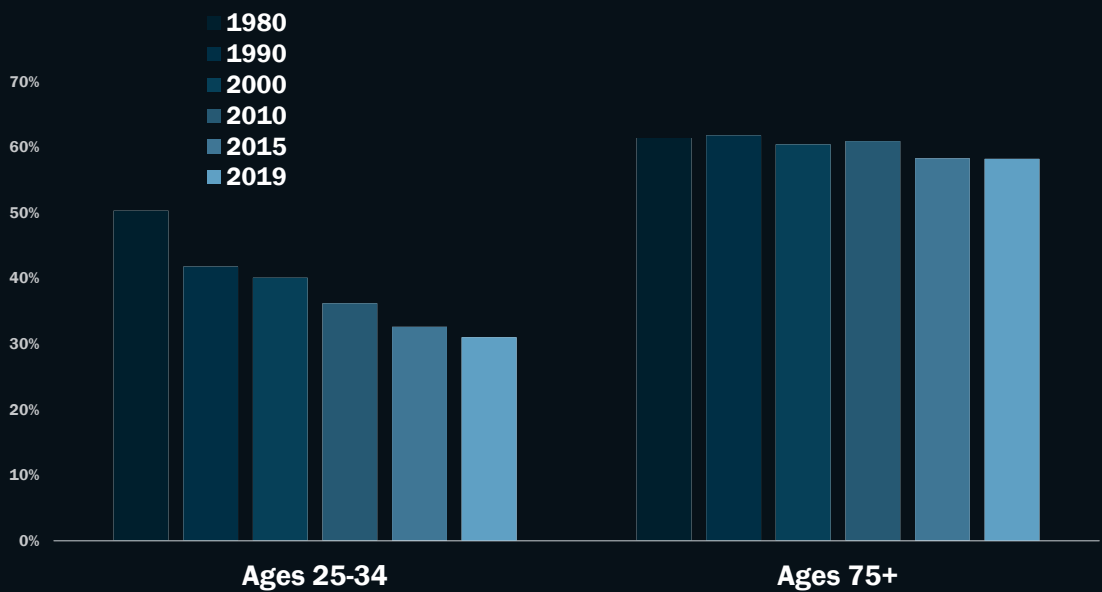
Aging Affects:
Population
Labor Force
Housing Demand

Source: CA DOF (historical) and SCAG (projection).

Generational Differences in Household Formation



Is the drop in household formation beginning to turn around?



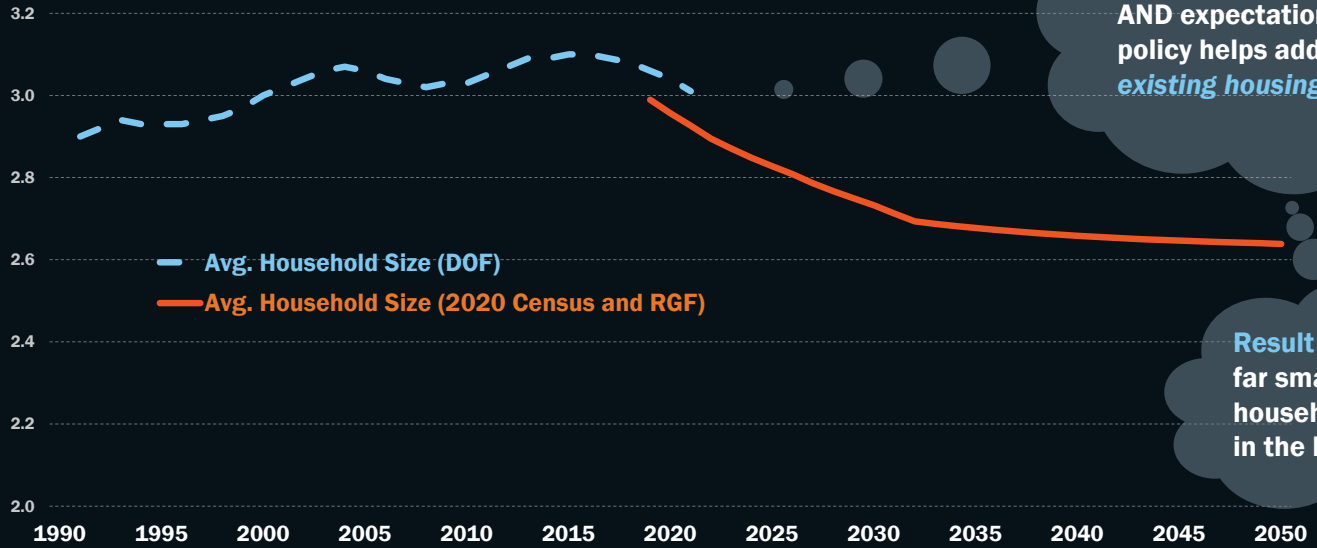
Household Forecast reflects aging AND expectation that policy helps address *existing housing need*

Source: CA DOF and SCAG.

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

Household Formation & Household Size

SCAG Region Average Household Size



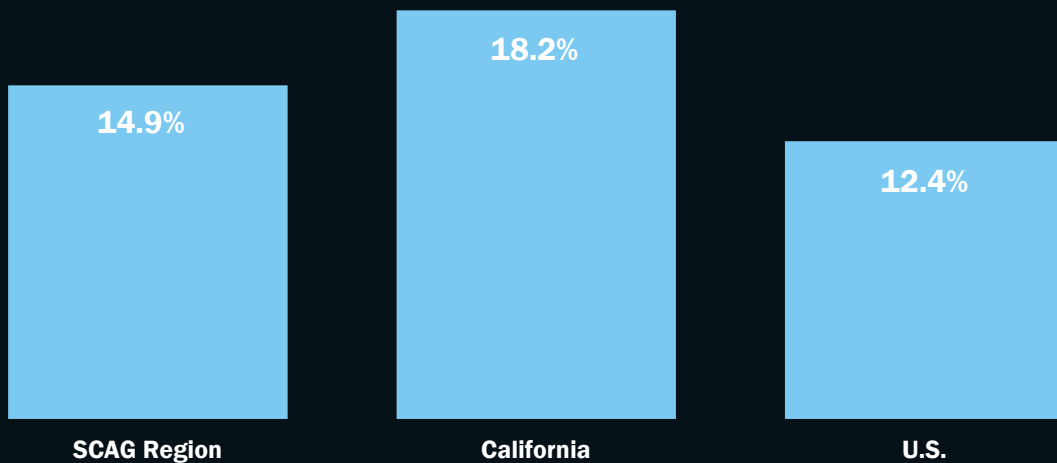
Household Forecast reflects aging AND expectation that policy helps address existing housing need

Result far smaller households in the long-term

Source: CA DOF and SCAG.

Job Projections– SCAG’s Economic Base

Growth in Basic Industry Jobs 2019-2050



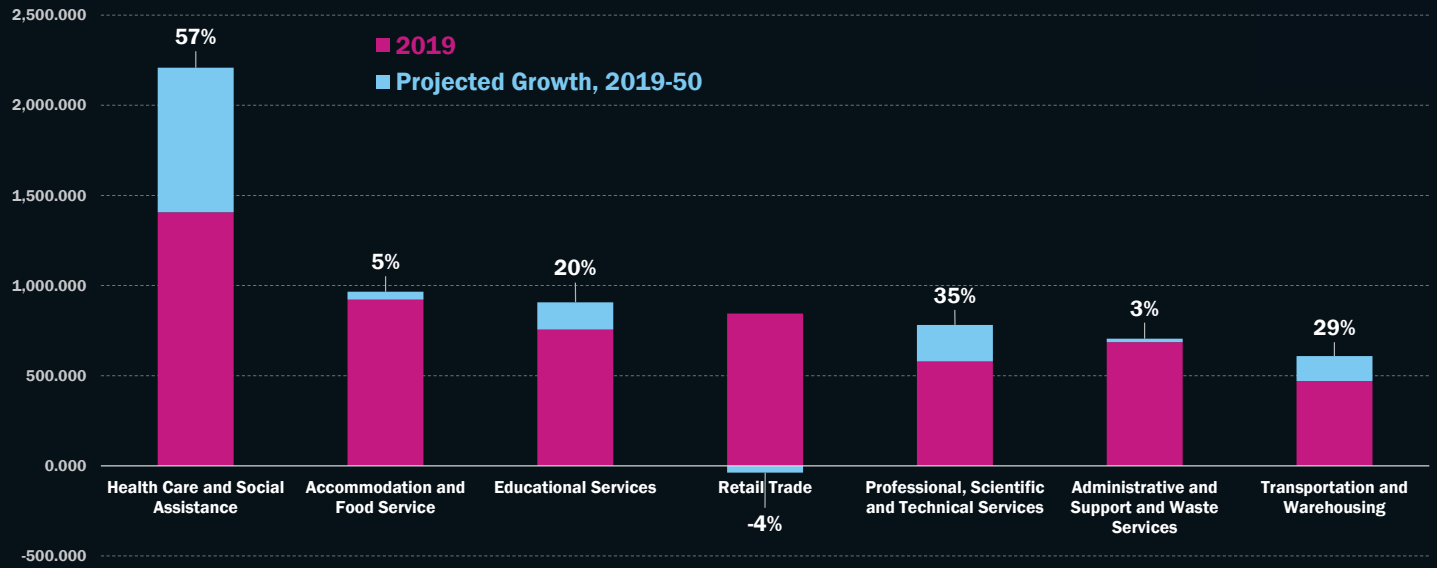
SCAG specializes in sectors which are expected to grow faster than the nation

Source: CCSCE and SCAG.

Job Projections



Top Industries in 2050 for the SCAG Region



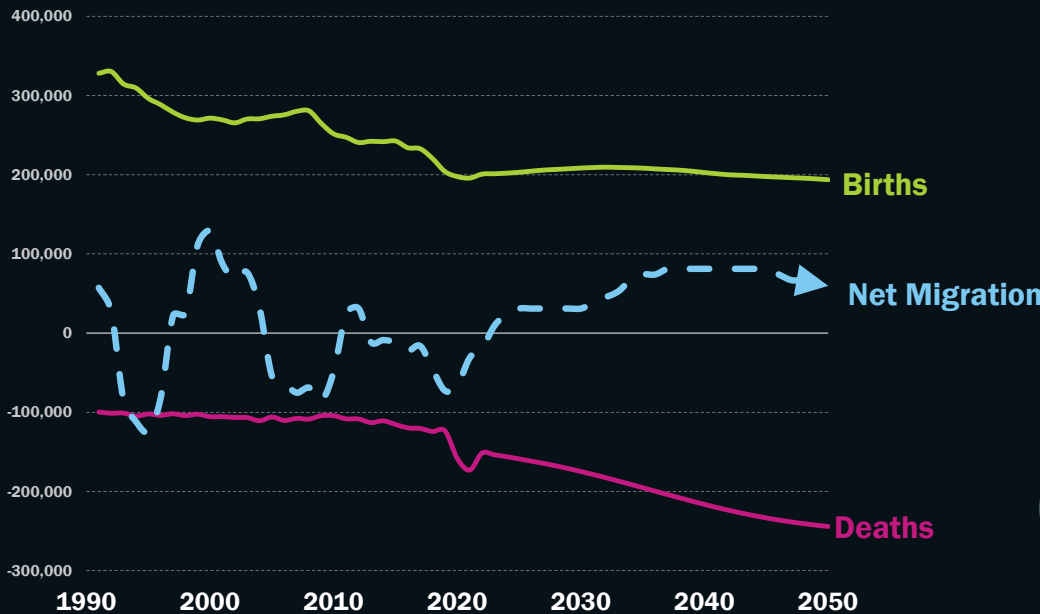
Source: CCSCE and SCAG.

2

Labor Force: Linking Jobs and Population



Components of SCAG Region Population Change



Planning for a Region where Southern Californians of all ages are able to live here if they want to

Source: CA DOF and SCAG.

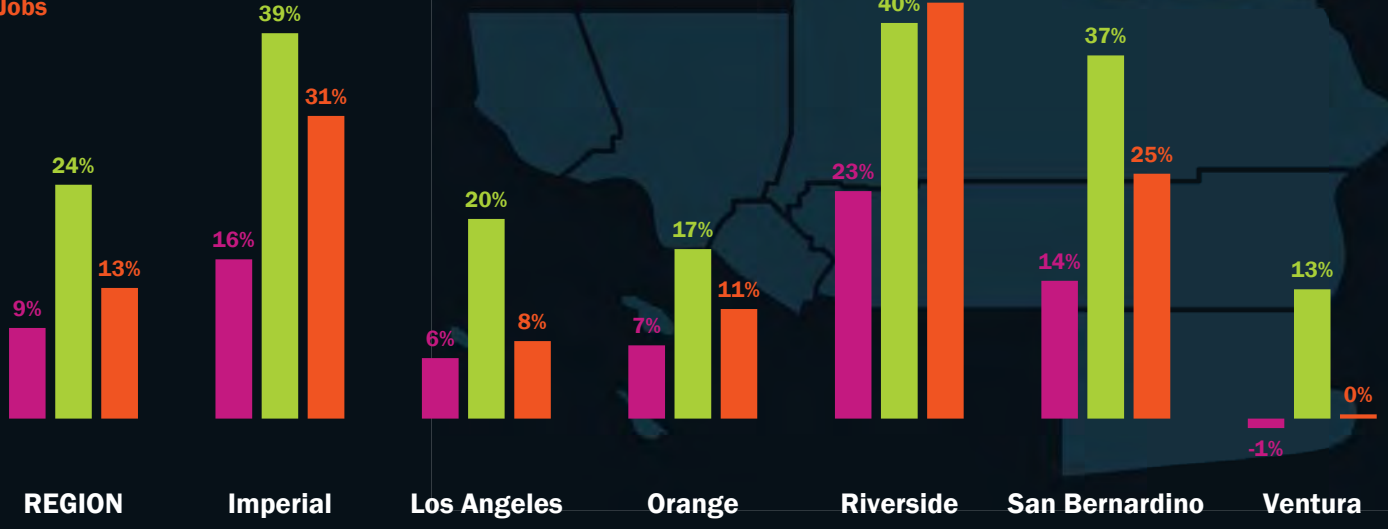
2

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

County Projections

Percent Change 2019-2050

- Population
- Households
- Jobs



Next Step: Local Data Exchange

SCAG
 INVESTING IN A BETTER TOMORROW

CONNECT SOCIAL 2024
 The 2024 Regional Transportation Plan/Sustainable Communities Strategy

LOCAL DATA EXCHANGE (LDX) PROCESS
DATA/MAP BOOK

for the City of
ALHAMBRA

PRELIMINARY | FEBRUARY 2022



Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

Connect SoCal 2024 in the Year Ahead



2



AGENDA ITEM 17
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and
Amendments \$5,000 - \$74,999

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Imperial County Transportation Commission	FY22 ICTC Office Technician	\$30,000
Softwareone Inc.	FY22 Adobe License Renewal	\$12,960
Zoom Video Communications Inc.	FY22 Zoom License Renewal	\$12,806
SJM Industrial Radio	FY22 Floor Warden Motorola Radios	\$8,214
Coalition For Americas Gateway & Trade Corridors	FY22 Membership	\$6,500
Los Angeles County Business Federation	FY22 Bizfed Membership	\$6,000
CSUSB Philanthropic Foundation	FY22 Membership	\$5,000

SCAG executed the following Contracts more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Various (21-047-C01 through 21-047-C19)	Monthly report on Regional Early Action Plan Program (REAP) on-call services.	Various (as identified the attachment)



SCAG executed the following Contracts more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
Performance Works (22-011-C01)	The consultant shall provide guidance, advice and facilitation to assist staff with completing an update to SCAG's Strategic Plan working with SCAG leadership, partners, stakeholders and staff.	\$195,000
LogMeIn Communications, Inc (22-030-C01)	The consultant shall provide Voice over Internet Protocol (VoIP) telephone services to SCAG. SCAG staff will use this system to communicate with other staff, various partners, stakeholders and community members and is essential to daily work.	\$111,326
SunLine Transit Agency (22-023-C01)	The California Office of Traffic Safety has awarded SCAG funding to provide a co-branded Go Human advertisement program to local agency partners in the region. In alignment with SCAG's efforts to increase safety for people walking and biking, the co-branded Go Human advertisement program provides printed material and art files for local partners to implement traffic safety campaigns. SCAG has identified the regional partner SunLine Transit Agency to provide advertisement space in the form of bus wraps to address safety concerns for those taking public transit in the Coachella Valley. This partner offered to produce and install (3) bus wraps of advertisements to promote SCAG's Go Human traffic safety message.	\$28,508



SCAG executed these Amendments for more than \$5,000 but less than \$75,000 and less than 30% of the original contract value

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

ATTACHMENT(S):

1. Contract Summary 22-011-C01
2. Contract Summary 22-030-C01
3. Contract Summary 22-023-C01
4. Contract Summary 21-047-C01 through C19

CONSULTANT CONTRACT NO. 22-011-C01

Recommended Consultant:	Performance Works																
Background & Scope of Work:	The consultant shall provide guidance, advice and facilitation to assist staff with completing an update to SCAG’s Strategic Plan working with SCAG leadership, partners, stakeholders and staff.																
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Providing consulting expertise and facilitation to SCAG staff for completing an update of SCAG’s Strategic Plan. 																
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal: This item supports the entire Strategic Plan by working to update it to SCAG’s current and future needs.																
Contract Amount:	<p>Total not to exceed \$195,000</p> <p>Performance Work (prime consultant)</p> <p>Emergent Solutions, Inc. (subconsultant)</p> <p>Note: This contract will be for on call services. It will be task order based on labor hours with a not to exceed amount for each task order.</p>																
Contract Period:	January 21, 2021 through December 31, 2024.																
Project Number:	<p>810.0120.02 \$75,000</p> <p>Funding source: Indirect Cost</p> <p>Funding of \$75,000 is currently available in the FY 2021-22 Indirect Cost Program Budget, and additional \$100,000 and \$20,000 are expected to be available in FY 2022-23 and FY 2023-24 Indirect Cost Program Budget respectively in Project Number 81.0120.02, subject to budget availability.</p>																
Request for Proposal (RFP):	<p>SCAG staff notified 1,282 firms of the release of RFIQ No. 22-011 via SCAG’s Solicitation Management System website. A total of 58 firms downloaded the RFP. SCAG received the following eight (8) proposals in response to the solicitation.</p> <p>* Note: This contract will be for on call services. It will be task order based on labor hours with a not to exceed amount for each task order., therefore rates are not listed below:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Performance Works (1 subconsultant)</td> <td align="right">*N/A</td> </tr> <tr> <td>AECOM – (1 subconsultant)</td> <td align="right">N/A</td> </tr> <tr> <td>ARUP – (no subconsultants)</td> <td align="right">N/A</td> </tr> <tr> <td>CityFi and Sam Schwartz</td> <td align="right">N/A</td> </tr> <tr> <td>Guidehouse</td> <td align="right">N/A</td> </tr> <tr> <td>MCG and Associates</td> <td align="right">N/A</td> </tr> <tr> <td>RDA</td> <td align="right">N/A</td> </tr> <tr> <td>Tandem Motion</td> <td align="right">N/A</td> </tr> </table>	Performance Works (1 subconsultant)	*N/A	AECOM – (1 subconsultant)	N/A	ARUP – (no subconsultants)	N/A	CityFi and Sam Schwartz	N/A	Guidehouse	N/A	MCG and Associates	N/A	RDA	N/A	Tandem Motion	N/A
Performance Works (1 subconsultant)	*N/A																
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ARUP – (no subconsultants)	N/A																
CityFi and Sam Schwartz	N/A																
Guidehouse	N/A																
MCG and Associates	N/A																
RDA	N/A																
Tandem Motion	N/A																

Attachment: Contract Summary 22-011-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFIQ and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the Four (4) highest ranked offerors.

The PRC consisted of the following individuals:

Debbie Dillon Chief Strategy Officer, SCAG
Nicole Katz, Sr Human Resources Analyst, SCAG
Shalina Khanna, Human Analyst II, SCAG

Basis for Selection: The PRC recommended Performance for the contract award because the consultant:

- Demonstrated the most relevant experience. They are the only firm that has worked with a Metropolitan Planning Organization doing strategic planning and organizational assessment work;
- Was strongest in highlighting Diversity, Equity, Inclusion expertise and -clearly articulated integrated approach and systems thinking; and
- Demonstrated the best knowledge of SCAG’s business and they proposed competitive hourly rates.

CONSULTANT CONTRACT NO. 22-030-C01

Recommended Consultant: LogMeIn Communications, Inc.

Background & Scope of Work: Under this agreement, LogMeIn, Inc. will provide Voice over Internet Protocol (VoIP) telephone services to SCAG. SCAG staff will use this system to communicate with other staff, various partners, stakeholders and community members and is essential to daily work.

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

- Providing various telephone services and features essential to daily work;
- Integrating with existing systems including Microsoft Teams Dialpad;
- Ensuring continuity through vendor provided soft phones; and
- Providing a simple setup, easy to manage, and reliable system with necessary technical support.

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

Contract Amount: **Total not to exceed** **\$111,326**

Contract Period: December 30, 2021 through December, 31, 2024

Project Number: 811-1163.08 \$111,326
Funding source: Indirect Cost Program Budget

Funding of \$16,200 is available in the FY 2021-2022 Indirect Cost Program Budget, and the remaining \$95,126 is expected to be available in FY 2022-2023, FY 2023-2024, and FY 2024-2025 Indirect Cost Program Budget in Project Number 811-1163.08. Specifically, \$38,050 is expected to be available in FY 2022-2023, and \$38,050.46 in FY 2023-2024, and \$19,025.48 in FY 2024-2025 Indirect Cost Program Budget, subject to budget availability.

Basis for Selection: In accordance with SCAG’s Procurement Manual (January 2021) Section 9.3, to foster greater economy and efficiency, SCAG’s federal procurement guidance (2 CFR 200.318 [e]) authorizes SCAG to procure goods and services by using an Intergovernmental Agreement (Master Service Agreement – MSA, also known as a Leveraged Purchase Agreement – LPA). The goods and services procured under an MSA were previously competitively procured by another governmental entity (SCAG is essentially “piggy-backing” on the agreement.) SCAG utilized an MSA with The Interlocal Purchasing System (TIPS) Contract: 191003, that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for services as provided by LogMeIn, Inc.

CONSULTANT CONTRACT NO. 22-023-C01

Recommended Consultant:	SunLine Transit Agency
Background & Scope of Work:	The California Office of Traffic Safety has awarded SCAG funding to provide a co-branded <i>Go Human</i> advertisement program to local agency partners in the region. In alignment with SCAG’s efforts to increase safety for people walking and biking, the co-branded <i>Go Human</i> advertisement program provides printed material and art files for local partners to implement traffic safety campaigns. SCAG has identified the regional partner SunLine Transit Agency to provide advertisement space in the form of bus wraps to address safety concerns for those taking public transit in the Coachella Valley. This partner offered to produce and install (3) bus wraps of advertisements to promote SCAG’s <i>Go Human</i> traffic safety message.
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none">• Three (3) bus wrap advertisements, including installation on the driver, passenger, and rear sides of each bus; and• Increased reach of safety messaging in the Coachella Valley.
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; and Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.
Contract Amount	Total not to exceed \$28,508 SunLine Transit Agency (prime consultant)
Contract Period:	October 1, 2021 through October 25, 2021
Project Number(s):	225-3564J7.17 \$28,508 Funding source: California Office of Traffic Safety
Basis for Selection:	Staff made the contract award pursuant to Procurement Manual (January 2021) Section 7.3.1 which authorizes staff to award the contract to a governmental entity (SunLine Transit Agency).

Attachment: Contract Summary 22-023-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

CONSULTANT CONTRACT NOS. 21-047-C01 THROUGH 21-047-C19
MONTHLY REAP FOLLOW UP

**Selected
Consultants:**

1. AECOM Technical Services, Inc.
2. Arup North America, Ltd.
3. Ascent Environmental, Inc.
4. BAE Urban Economics, Inc.
5. CTY Housing, Inc.
6. ECONorthwest
7. Estolano Advisors
8. HR&A Advisors Inc.
9. Kimley-Horn and Associates, Inc.
10. Kosmont & Associates, Inc.
11. LeSar Development Consultants
12. National Community Renaissance of California
13. Opticos Design, Inc.
14. Raimi + Associates
15. Stantec Consulting Services, Inc.
16. RDC-S111 (dba Studio One Eleven)
17. Turner Housing Innovation Labs, Inc.
18. Woodsong Associates, LLC
19. WSP USA Inc.

**Background &
Scope of Work:**

On April 1, 2021, the Regional Council approved a procurement program to accelerate project delivery for the Regional Early Action Plan Program (REAP) and requested staff to report back monthly on procurement activities related to the On Call Services for the REAP Program. This report is to inform the RC of those activities. This report is to inform the Regional Council of procurement activities, contracts and amendments related to the On-call Services for the REAP Program.

In summary, the REAP Program provides a new model for timely implementation of SCAG's local assistance programs and the Regional Council has approved the following:

- (1) Authorized staff to enter into up to a total of \$10,000,000 in On Call Services contracts to implement the Regional Council's approved REAP work program, upon completion of competitive procurement and selection of consultants for the On Call Services;
- (2) Waived SCAG's procurement requirement to first obtain the Executive/Administration Committee's and Regional Council's approval for contracts at or above \$200,000 prior to execution, for any individual contract up to \$500,000 awarded to complete work that is part of the Regional Council's approved REAP grant funded program and authorization for the Executive Director or his/her designee to execute such contracts upon consultation with legal counsel;
- (3) Waived SCAG's procurement requirement necessitating Executive/Administration Committee's and Regional Council approval prior to entering any contract amendment exceeding \$75,000 or 30% (whichever is less) and, instead, requiring amendments of 30% or more to be first approved by the Executive/Administration Committee and Regional Council, and authorizing the Executive Director or his/her designed to execute such amendments upon

consultation with legal counsel; and (4) directing staff to make monthly informational reports to the Regional Council of procurement activities, contracts and amendments related to REAP made pursuant to this action.

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

- Supporting local jurisdictions in the update of their Housing Elements;
- Assistance with integrated land use planning, urban design and land use policy;
- Assistance with community development finance;
- Assistance with racial equity analysis and training; and
- Assistance with Grant Writing and Grant Program Administration.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

Contract Amount: **Total not to exceed** **\$10,000,000**

Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, the amount that may be funded to each consultant is not yet determined

Contract Period: June 2021 through December 31, 2023

Project Number(s): 300.4887.01 – 300.4887.04
 300.4888.01
 300.4889.01 – 300.4889.04
 300.4890.01 – 300.4890.02
 300.4891.01 – 300.4891.02

Funding source(s): REAP Program Grant

Update Below is a table showing the on-call services procurements, and their status at present. Any future dates are subject to change, and procurements may be added or removed to this list.

Project #	Project Title	RFP Release Date	Progress Status (Comments)	Consultant Selected	Award Amount
1	Housing Policy Leadership Academy (P&O-1 Leadership Academy)	05/03/21	Task Order Executed	LeSar Development Consultants	\$815,823
2	SCAG Development Streamlining (HPS-1 CEQA)	05/25/21	Task Order Executed	Ascent Environmental, Inc.	\$337,738
3	Advanced Accessory Dwelling Unit (ADU) Bundle (HSD 1-A - Advanced ADU Bundle)	06/30/21	Task Order Executed	AECOM Technical Services, Inc.	\$546,676

Project #	Project Title	RFP Release Date	Progress Status (Comments)	Consultant Selected	Award Amount
4	Westside Cities COG (WSCCOG) Partnership (HPS-2 Other to Residential)	07/16/21	Task Order Executed	ARUP US, Inc.	\$148,513
5	Other-To Residential Tool Kit (HSD 2-A EIFD Bundle)	07/30/21	Task Order Executed	Studio One Eleven	\$137,740
6	1-B HSD Preliminary ADU Bundle (HSD 1-B Preliminary ADU Bundle)	08/04/21	Task Order Executed	Woodsong Associates	\$533,965
7	2-A HSD EIFD Bundle	07/30/21	Task Order Executed	Kosmont	\$582,638
8	3-A HSD Objective Development Standards	N/A	Cancelled and replaced with MRFP #18	N/A	N/A
9	2-D HSD One San Pedro EIFD Study	08/11/21	Task Order Executed	Kosmont	\$222,834
10	Digitize Utilities Inventory For Housing Tool	N/A	Cancelled and replaced with MRFP #12	N/A	N/A
11	2-C HSD Heart of Hollywood TIF (HSD 2-C Heart of Hollywood TIF Study)	08/19/21	Consultant selected. Task Order routing internally for approval	HR&A Advisors	TBD
12	Digitize Utilities Inventory For Housing Tool (HSD 2-B Palmdale Housing Project)	09/24/21	Evaluating and negotiating with consultant	Black & Veatch	TBD
13	2-B HSD Palmdale Housing Project	N/A	Cancelled and replaced with MRFP #24	N/A	N/A
14	Regional Resilience Framework	01/13/22	Proposals due 2/14/22	TBD	N/A
15	3-E HSD South El Monte Zoning Update	10/01/21	Task Order Executed	WSP USA, Inc.	\$239,394
16	3-C HSD Rialto Specific Plan Update	10/14/21	Consultant selected. Task Order routing internally for approval	WSP USA, Inc.	\$467,604
17	San Fernando Valley COG (SFVCOG) Partnership Program	11/29/21	Evaluating and negotiating with consultant	TBD	TBD
18	3-A1 HSD Objective Development Standards LA	10/27/21	Evaluating and negotiating with consultant	AECOM Technical Services, Inc.	TBD

Attachment: Contract Summary 21-047-C01 through C19 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments

Project #	Project Title	RFP Release Date	Progress Status (Comments)	Consultant Selected	Award Amount
19	3-A2 HSD Objective Development Standards Bundle	10/27/21	Cancelled. Preparing to reissue.	N/A	N/A
20	Unassigned	N/A	N/A	N/A	N/A
21	Metro's Joint Development	12/01/21	Proposals due 1/21/22	TBD	TBD
22	SRP-1A Westside Cities COG (WSCCOG) REAP Subregional Partnership (Project #4 - re-release)	12/21/21	Proposals due 1/31/22	TBD	TBD
23	Metro's Equitable Housing	12/22/21	Proposals due 2/4/22	TBD	TBD
24	2-B HSD Palmdale Housing Project	01/07/22	Proposals due 2/4/22	TBD	TBD



AGENDA ITEM 18
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

CFO REPORT UPDATES:

In an effort to continue to evolve the information provided in the monthly CFO report, additional changes are being proposed. Specifically, staff is evaluating the content of the monthly CFO report charts. As an initial step, staff is proposing to provide these charts on a quarterly basis instead of monthly. The attached CFO charts, provide all financial information on either a year-to-date or quarter-to-date basis. By changing the frequency to quarterly, staff will be able to further evolve the content and presentation of meaningful financial information within the charts in the future. Staff is open to, and appreciative of, any feedback from the RC or EAC on financial information that they would like to see possibly included or retained in the now quarterly charts. Note that the CFO report will remain monthly, while the charts will be prepared and added to the report quarterly.

MEMBERSHIP DUES:

As of January 13, 2022, 184 cities and 6 counties had paid their FY22 dues. This represents 99.65% of the dues assessment. One city has yet to pay its dues.

BUDGET & GRANTS (B&G):

Staff worked on FY 2021-22 2nd Quarter OWP Progress Report. This mid-year progress report for OWP projects was submitted to Caltrans before its deadline, January 28, 2022.

On January 26, 2022, SCAG had its annual OWP development and coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed work program for FY



2022-23 and reported accomplishments and progress on major projects in the current fiscal year. A draft OWP budget will be presented to the EAC and RC in March 2022.

Staff received signed Sub-Recipient Self-Certification letters from the Last Mile Freight Program (LMFP) subrecipients and continued reviewing the responses to assure that all the subrecipients have sufficient support to successfully implement the awarded projects. Concurrently, staff has been working with the LMFP subrecipients in reviewing the MOU template and addressing any questions or comments they may have.

CONTRACTS:

In December 2021, the Contracts Department issued two (2) Request for Proposals; awarded two (2) contracts; issued eleven (11) contract amendments; and processed 19 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 148 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month, Contracts' staff negotiated \$88,674 in budget savings, bringing the Fiscal Year total \$391,403 in savings.

ATTACHMENT(S):

1. CFO Charts



Office of the Chief Financial Officer

Quarterly Report

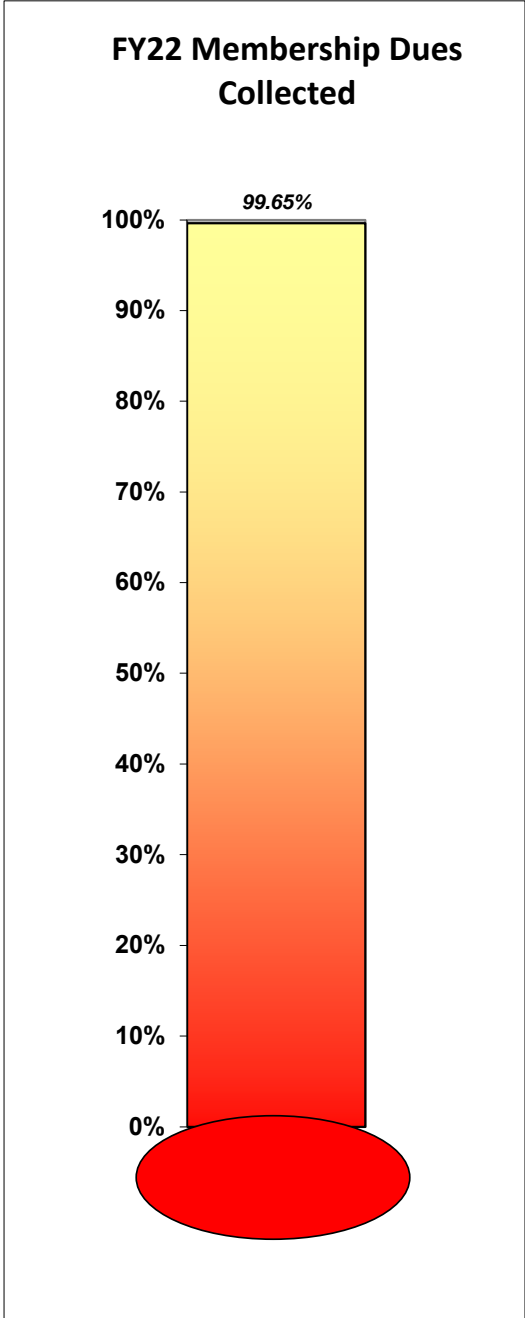
DECEMBER 2021

OVERVIEW

As of January 13, 2022, 184 cities and 6 counties had paid their FY22 dues. This represents 99.65% of the dues assessment. One city has yet to pay their dues.

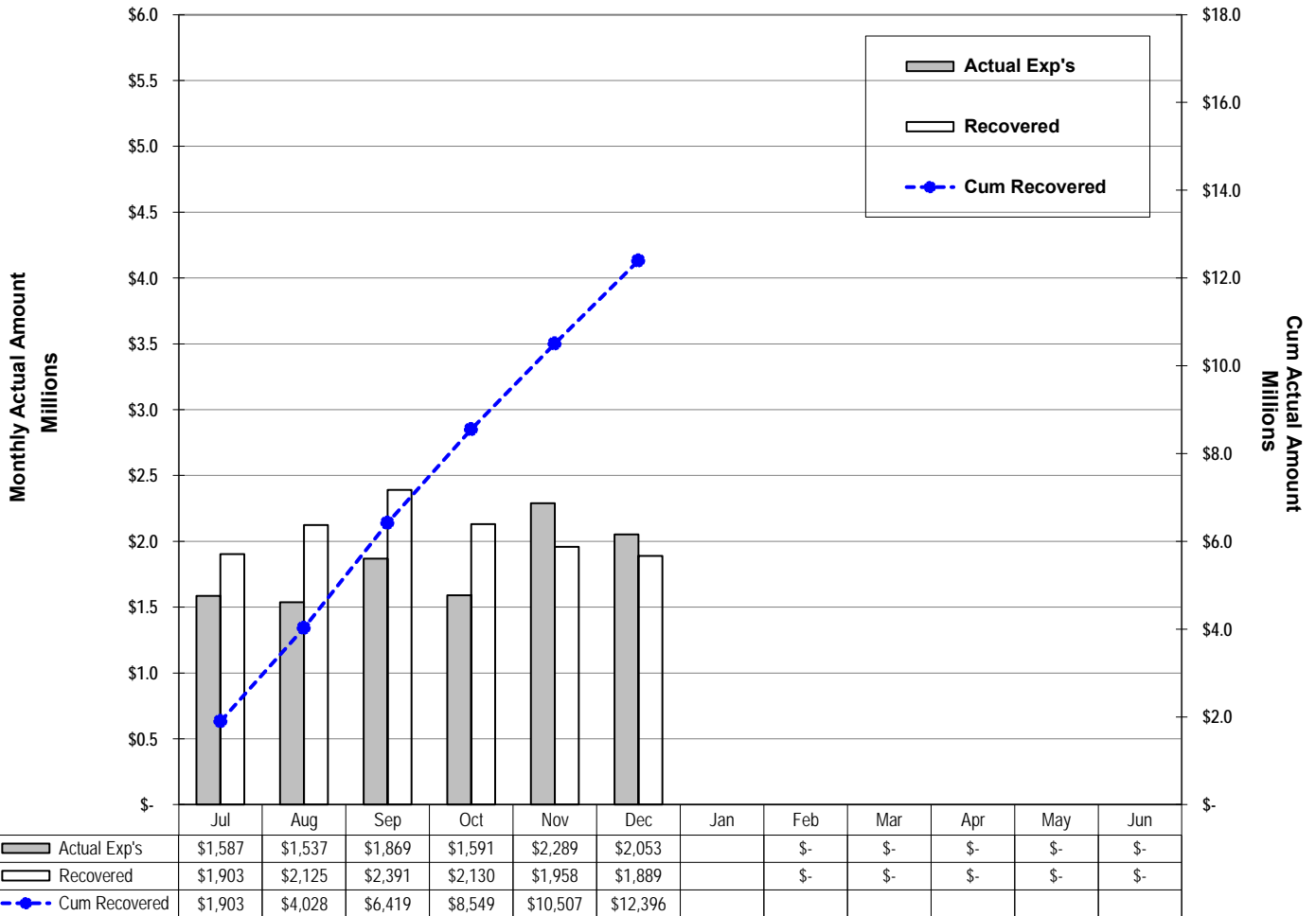
SUMMARY

FY22 Membership Dues	<u>\$ 2,193,246</u>
	<u> </u>
	<u> </u>
Total Collected	<u>\$ 2,185,612</u>
	<u> </u>
Percentage Collected	<u>99.65%</u>





FY22 INDIRECT COST & RECOVERY



Attachment: CFO Charts [Revision 1] (CFO Monthly Report)

OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through December 2021, SCAG was over-recovered by \$1,469,684.93 due to unspent Indirect Cost budget. This is in line with the over-recovery built into the FY22 IC rate.



Office of the CFO
Consolidated Balance Sheet

	9/30/2021	12/31/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 6,813,076	\$ 9,788,079		
LA County Investment Pool	\$ 8,375,312	\$ 4,271,858		
Cash & Investments	\$ 15,188,388	\$ 14,059,937	\$ (1,128,451)	Revenues of \$14.6M and Expenses of \$15.7M both on cash basis.
Accounts Receivable	\$ 14,351,732	\$ 13,496,533	\$ (855,199)	Payments of \$7.75M from FHWA PL, \$2.95M from FTA5303, \$3.31M from MSRC, \$958K from FTA5339, \$838K from OTS Grant V, \$709K from ATP grants, \$384K from TDA, \$379K from FY22 SB1, \$361K from memberships, \$224K from FHWA ATP II, \$153K from OCDAP, \$33K from City of LA, \$20K from DOE, \$5K from sponsorship, \$4K from REAP, and \$16K from Interest and Misc items, offset by billings of \$4.4M to MSRC, \$4.04M to FHWA PL, \$1.92M to FTA5303, \$958K to FTA5339, \$838K to OTS Grant V, \$384K to TDA, \$307K to FY19 ATP, \$217K to FY22 SB1 SC Formula, \$153K to OCDAP, \$20K to DOE, \$18K to Membership, \$16K to other Misc Items, \$5K to sponsorship, \$4K to REAP and \$3.9M AR Unbilled.
Other Current Assets	\$ 288,243	\$ 209,896	\$ (78,347)	The decrease is due to net amortization of \$50K in prepaid expenses plus net IC/FB fund over recovery of \$28K.
Fixed Assets - Net Book Value	\$ 5,433,945	\$ 5,433,945	\$ -	
Total Assets	\$ 35,262,308	\$ 33,200,310	\$ (2,061,997)	
Accounts Payable	\$ (885,396)	\$ (703,092)	\$ 182,304	Decrease in Accounts Payable due to decrease in Contracts \$147K and AP \$35K.
Employee-related Liabilities	\$ (361,019)	\$ (851,430)	\$ (490,411)	Increase in liabilities due to 10 unpaid working days in December and 7 in November.
Deferred Revenue	\$ (7,553,932)	\$ (7,703,766)	\$ (149,834)	Increase due to OCDAP billing of \$153,603 but offset by \$4,465 decrease in REAP AB 101 billing
Total Liabilities and Deferred Revenue	\$ (8,800,347)	\$ (9,258,288)	\$ (457,941)	
Fund Balance	\$ 26,461,961	\$ 23,942,023	\$ (2,519,938)	
WORKING CAPITAL				
	9/30/2021	12/31/2021	Incr (decr) to working capital	
Cash	\$ 15,188,388	\$ 14,059,937	\$ (1,128,451)	
Accounts Receivable	\$ 14,351,732	\$ 13,496,533	\$ (855,199)	
Accounts Payable	\$ (885,396)	\$ (703,092)	\$ 182,304	
Employee-related Liabilities	\$ (361,019)	\$ (851,430)	\$ (490,411)	
Working Capital	\$ 28,293,705	\$ 26,001,948	\$ (2,291,757)	

Attachment: CFO Charts [Revision 1] (CFO Monthly Report)



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through December 31, 2021

COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	257,016	258,231	106,810	-	151,421	41.4%
2	51001 Allocated Indirect Costs	363,202	373,539	150,934	-	222,605	40.4%
3	54300 SCAG Consultants	288,000	438,000	255,000	145,626	37,374	58.2%
4	54340 Legal costs	120,000	220,000	67,168	152,832	0	30.5%
5	55441 Payroll, bank fees	15,000	15,000	4,048	10,952	0	27.0%
6	55580 Outreach/Advisement	-	1,000	661	307	32	66.1%
7	55600 SCAG Memberships	127,600	127,600	76,105	27,023	24,472	59.6%
8	55610 Professional Membership	11,500	11,500	3,128	2,657	5,715	27.2%
9	55620 Res mat/sub	2,000	2,000	-	-	2,000	0.0%
10	55730 Capital Outlay > \$5,000	1,512,183	1,362,183	824,155	148,439	389,589	60.5%
11	55840 Training Registration	-	12,000	11,996	-	4	100.0%
12	55860 Scholarships	44,000	44,000	-	-	44,000	0.0%
13	55910 RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
14	55912 RC Retreat	13,000	13,000	-	-	13,000	0.0%
15	55914 RC General Assembly	611,500	499,948	-	-	499,948	0.0%
16	55915 Demographic Workshop	28,000	28,000	-	1	27,999	0.0%
17	55916 Economic Summit	85,000	85,000	25,000	8,925	51,075	29.4%
18	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
19	55920 Other Meeting Expense	86,500	73,900	7,386	26,575	39,939	10.0%
20	55xxx Miscellaneous other	67,000	66,600	1,377	13,002	52,222	2.1%
21	55940 Stipend - RC Meetings	202,000	202,000	90,510	-	111,490	44.8%
22	56100 Printing	10,000	10,000	-	10,000	0	0.0%
23	58100 Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
24	58101 Travel - local	47,500	47,500	1,490	-	46,010	3.1%
25	58110 Mileage - local	31,500	31,500	34	-	31,466	0.1%
26	58150 Travel Lodging	13,000	13,000	23	-	12,977	0.2%
27	58800 RC Sponsorships	165,000	165,000	26,700	15,431	122,869	16.2%
28	Total General Fund	4,213,001	4,213,001	1,652,523	551,770	2,008,708	39.2%
29				-			
30	Staff & Allocated Fringe Benefits	17,631,038	18,033,507	8,665,870	-	9,367,637	48.1%
31	5100x Allocated Indirect Costs	24,915,148	26,086,213	12,245,741	-	13,840,472	46.9%
32	543xx SCAG Consultants	40,296,922	76,686,356	4,234,840	38,461,066	33,990,450	5.5%
33	54302 Non-Profits/IHL	933,245	1,176,911	171,484	381,195	624,232	14.6%
34	54340 Legal Services	-	324,258	68,878	151,278	104,102	21.2%
35	54360 Pass-through Payments	9,191,406	5,007,208	958,403	4,048,805	0	19.1%
36	55210 Software Support	600,000	600,000	84,556	277,274	238,169	14.1%
37	55250 Cloud Services	1,635,500	574,274	157,836	416,437	0	27.5%
38	5528x Third Party Contributions	5,230,855	5,684,801	2,266,453	-	3,418,348	39.9%
39	55310 F&F Principal	264,368	264,368	130,581	111,714	22,073	49.4%
40	55315 F&F Interest	10,423	10,423	6,340	3,244	839	60.8%
41	55320 AV Principal	149,034	149,034	73,506	75,528	0	49.3%
42	55325 AV Interest	2,642	2,642	1,568	1,074	0	59.3%
43	55415 Off Site Storage	9,124	9,124	4,693	-	4,431	51.4%
44	55520 Hardware Supp	5,000	5,000	-	-	5,000	0.0%
45	55580 Outreach	64,000	64,000	16,000	-	48,000	25.0%
46	55620 Resource Materials - subscrib	540,000	540,000	47,393	107,365	385,242	8.8%
47	55730 Capital Outlay > \$5,000	-	10,560	-	-	10,560	0.0%
48	55810 Public Notices	65,000	65,000	25,093	-	39,907	38.6%
49	55830 Conf. Registration	4,000	4,000	-	-	4,000	0.0%
50	55920 Other Meeting Expense	19,000	44,000	6,588	-	37,412	15.0%
51	55930 Miscellaneous	190,717	326,761	-	18,766	307,995	0.0%
52	55931 Misc Labor	1,204,452	5,564,885	-	-	5,564,885	0.0%
53	55932 Misc Labor, Future	1,185,044	10,613	-	-	10,613	0.0%
54	56100 Printing	9,000	9,000	-	-	9,000	0.0%
55	58xxx Travel	82,500	88,999	1,675	-	87,324	1.9%
56	59090 Exp - Local Other	40,011,607	33,223,585	4,362,752	-	28,860,833	13.1%
57	Total OWP, FTA Pass Thru & TDA	144,250,025	174,565,522	33,530,250	44,053,746	96,981,526	19.2%
58		-	-	-	-	-	-
59	Comprehensive Budget	148,463,026	178,778,523	35,182,773	44,605,517	98,990,233	19.7%

Attachment: CFO Charts [Revision 1] (CFO Monthly Report)

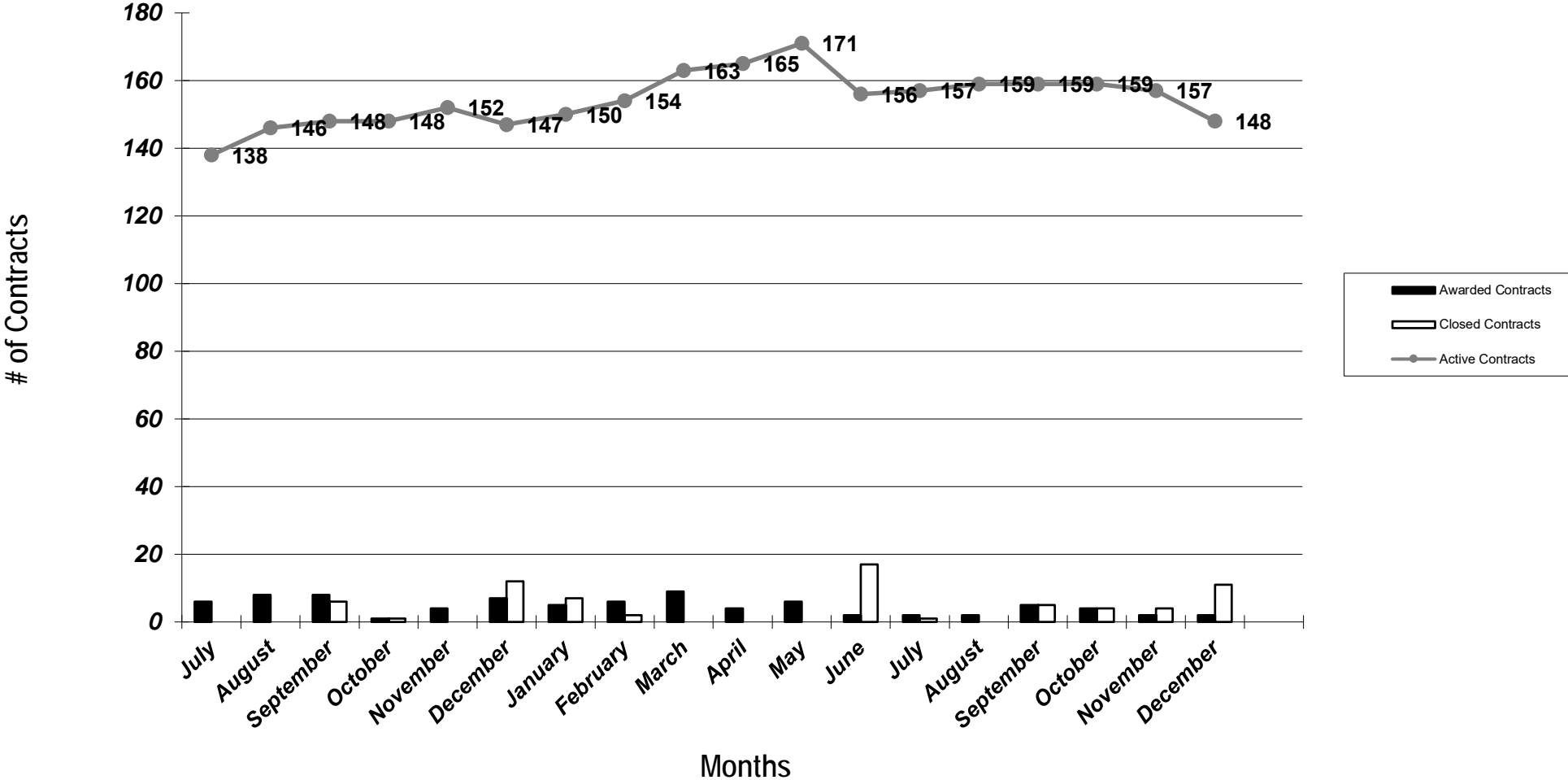


INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	7,746,533	7,998,451	4,009,644		3,988,807	50.1%
2	50013	Regular OT	1,000	3,000	1,922		1,079	64.1%
3	50014	Interns, Temps, Annuity	78,000	78,000	21,650		56,351	27.8%
4	50016	Retired Annuity		30,000	27,936		2,064	93.1%
5	50030	Severance	80,000	78,000	17,288		60,712	22.2%
6	51xxx	Allocated Fringe Benefits	6,077,056	6,209,354	3,156,596	-	3,052,758	50.8%
7	54300	SCAG Consultants	1,961,819	2,005,919	924,046	1,081,873	0	46.1%
8	54301	Consultants - Other	731,000	821,000	116,225	651,982	52,793	14.2%
9	54340	Legal	40,000	110,000	68,887	41,113	(0)	62.6%
10	55201	Network and Communications	304,000	304,000	112,638	82,182	109,180	37.1%
11	55210	Software Support	548,900	649,400	649,382	0	18	100.0%
12	55220	Hardware Supp	940,817	724,817	37,264	285,753	401,800	5.1%
13	55240	Repair & Maint Non-IT	26,500	26,500	5,499	21,001	0	20.7%
14	55251	Infrastructure Cloud Services	623,465	658,465	140,243	51,462	466,760	21.3%
15	55271	On-Prem Software	247,690	247,690	1,334	135	246,221	0.5%
16	55275	Co-location Services	250,000	250,000	49,658	100,145	100,196	19.9%
17	55315	F&F Interest	4,376	4,376	2,662	1,362	352	60.8%
18	55325	AV Interest	8,162	8,162	4,845	3,317	0	59.4%
19	55400	Office Rent DTLA	2,302,445	2,302,445	1,165,102	941,545	195,798	50.6%
20	55410	Office Rent Satellite	278,200	278,200	64,095	78,410	135,695	23.0%
21	55415	Offsite Storage	5,000	5,000	2,560	926	1,514	51.2%
22	55420	Equip Leases	100,000	100,000	21,268	38,732	40,000	21.3%
23	55430	Equip Repairs & Maint	1,000	1,000		-	1,000	0.0%
24	55435	Security Services	100,000	100,000	27,779	72,221	0	27.8%
25	55440	Insurance	315,000	315,000	182,951	-	132,049	58.1%
26	55441	Payroll / Bank Fees	17,500	17,500	4,171	13,328	0	23.8%
27	55445	Taxes	5,000	5,000	50	1,450	3,500	1.0%
28	55460	Mater & Equip < \$5,000 *	54,000	54,000	2,831	155	51,014	5.2%
29	55510	Office Supplies	73,800	73,800	4,401	67,005	2,394	6.0%
30	55520	Graphic Supplies	4,000	4,000		-	4,000	0.0%
31	55530	Telephone	-	500	259	(0)	241	51.9%
32	55540	Postage	10,000	10,000		10,000	0	0.0%
33	55550	Delivery Svc	5,000	5,000	4,223	777	(0)	84.5%
34	55600	SCAG Memberships	102,200	102,200	830	170	101,200	0.8%
35	55610	Prof Memberships	1,500	1,500	50	-	1,450	3.3%
36	55611	Prof Dues	1,350	1,350		-	1,350	0.0%
37	55620	Res Mats/Subscrip	58,100	57,000	25,202	7,209	24,589	44.2%
38	55630	COVID Facility Expenses		53,740	8,966	7,131	37,644	16.7%
39	55700	Deprec - Furn & Fixt	250,330	250,330		-	250,330	0.0%
40	55720	Amortiz - Leasehold Improvements	75,000	75,000		-	75,000	0.0%
41	55800	Recruitment Notices	25,000	25,000	2,620	22,380	(0)	10.5%
42	55801	Recruitment - other	45,000	45,000	5,724	27,551	11,725	12.7%
43	55810	Public Notices	2,500	-		-	0	
44	55820	In House Training	30,000	30,000		-	30,000	0.0%
45	55830	Networking Meetings/Special Events	20,000	20,000	190	-	19,810	1.0%
46	55840	Training Registration	65,000	65,000	15,625	-	49,375	24.0%
47	55920	Other Mtg Exp	2,500	2,500	50	-	2,450	2.0%
48	55950	Temp Help	108,316	108,316	34,047	46,622	27,647	31.4%
49	55xxx	Miscellaneous - other	11,500	10,500	-	-	10,500	0.0%
50	56100	Printing	23,000	23,000	372	7,628	15,000	1.6%
51	58100	Travel - Outside	83,300	80,800	4,658	-	76,142	0.0%
52	58101	Travel - Local	20,000	19,000	490	-	18,510	2.6%
53	58110	Mileage - Local	23,500	22,500	683	-	21,817	3.0%
54	58120	Travel Agent Fees	3,000	3,000	75	-	2,925	2.5%
55		Total Indirect Cost	23,891,359	24,474,315	10,926,989	3,663,566	9,883,760	44.6%

Attachment: CFO Charts [Revision 1] (CFO Monthly Report)

SCAG Contracts (Year to Date)

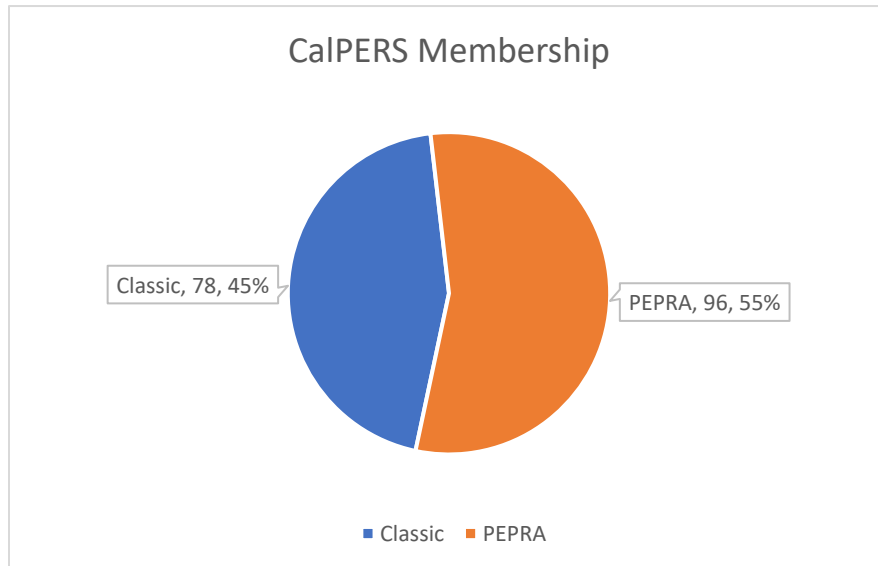


CFO Report

As of January 1, 2022

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	9	8	1	0	0	0	8
Human Resources	8	6	2	1	0	0	7
Legal Services	3	2	1	0	0	0	2
Finance	29	27	2	2	0	0	29
Information Technology	26	24	2	2	0	0	26
Policy & Public Affairs	22	19	2	0	1	0	20
Planning & Programs	102	88	14	8	0	6	102
Total	199	174	24	13	1	6	194



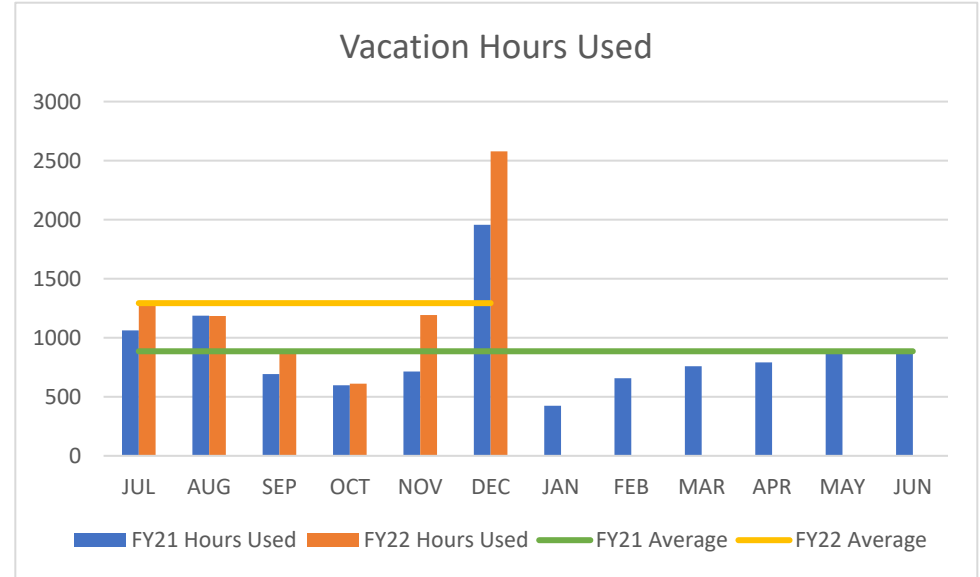
CFO Report

As of January 1, 2022

Vacation Update

Vacation Usage FY22

	Hours Used	Cost
Total	7,758.50	\$ 512,884.43
Average	60.61	\$ 4,006.91
# of Staff	128	
% of Staff	73.56%	



Vacation Cash Out Pilot Program Usage in FY22 and FY21

	FY22 Hours Used	FY22 Cost	FY21 Hours Used	FY21 Cost
Total	600	\$ 38,417.20	1,180	\$ 81,956.80
Average	37.5	\$ 2,401.08	39.33	\$ 2,731.80
Lowest	20	\$ 1,227.00	20	\$ 1,352.40
Highest	40 (max)	\$ 3,721.20	40 (max)	\$ 5,568.40
# of Staff	15		30	
% of Staff	8.62%		17.75%	