



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING NO. 634

REGIONAL COUNCIL

REMOTE PARTICIPATION ONLY

Thursday, July 1, 2021
12:30 p.m. – 2:00 p.m.

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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.

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1st Vice President, RCTC Representative
- 3. Sup. Carmen Ramirez**
2nd Vice President, Ventura County
- 4. Hon. Rex Richardson**
Imm. Past President, Long Beach, RC District 29
- 5. Hon. Cindy Allen**
Long Beach, RC District 30
- 6. Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
- 7. Hon. Sean Ashton**
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Los Angeles County
- 10. Hon. Megan Beaman-Jacinto**
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- 12. Hon. Elizabeth Becerra**
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- 22. Hon. Gilbert Cedillo**
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- 23. Hon. Letitia Clark**
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- 24. Hon. Jonathan Curtis**
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- 37. Hon. Laura Hernandez**
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- 44. Hon. John Lee**
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- 60. Hon. Frank Navarro**
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- 68. Hon. Randall Putz**
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- 69. Hon. Nithya Raman**
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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, July 1, 2021
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

Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, June 30, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, June 30, 2021 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 will be allowed up to 3 minutes to speak, 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 reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM/S

1. Inclusive Economic Recovery Strategy - Final Report and Recommendations
(Jenna Hornstock, Deputy Director of Planning for Special Initiatives)

RECOMMENDED ACTION FOR RC:

Adopt the Final Report and Recommendations.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting - June 3, 2021
3. Approval for Additional Stipend Payments
4. Contracts \$200,000 or Greater: Contract No. 21-017-C01, Supporting Infrastructure for Zero Emission Heavy Duty Vehicles
5. Contracts \$200,000 or Greater: Contract No. 22-005-C01, Information Technology Research and Advisory Services
6. Contracts \$200,000 or Greater: Contract No. 22-007-C01, Primary Internet Connections

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7. Contracts Amendment Greater Than \$75,000 and Greater Than 30% of the Contract's Original Value: Contract No. 19-006-C01, Amendment 6, OnBase Maintenance and Support Licenses
8. Amendment \$75,000 or Greater or 30% or more of the Original Contract's Value: Contract No. 17-024-C1 Amendment 10, High Quality Transit Area (HQTA) Analysis
9. Amendment \$75,000 or Greater or 30% or More of the Original Contract's Value: Contract No. 21-028-C01 Amendment 1, Safe and Resilient Streets Strategies and Mini-Grants
10. Transfer of Regional Housing Needs Assessment (RHNA) Units from County of Orange to City of Placentia
11. 2020 Sustainable Communities Program - Smart Cities & Mobility Innovations Call for Applications - Proposed Project List
12. Release of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment
13. Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment
14. SCAG Memberships and Sponsorships

Receive and File

15. July 2021 State & Federal Legislative Update
16. California Air Resources Board (CARB) 2022 Scoping Plan Update
17. Overview of Regional Transportation Conformity
18. Regional Early Action Plan (REAP) Bi-Annual Status Report
19. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
20. CFO Monthly Report

INFORMATION ITEM

21. SoCal Greenprint Background & Status Update

BUSINESS REPORT

(Randall Lewis, Ex-Officio Member)

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PRESIDENT'S REPORT

(The Honorable Clint Lorimore, President)

- National Association of Regional Councils (NARC) Major MPO Award for GoHuman Campaign

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise Executive Director)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

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**AGENDA ITEM 1
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Regional Council (RC)
From: Jenna Hornstock, Deputy Director of Planning
(213) 630-1448, hornstock@scag.ca.gov
Subject: Inclusive Economic Recovery Strategy - Final Report and
Recommendations

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR EAC AND CEHD:

Recommended to the Regional Council to adopt the Final Report and Recommendations.

RECOMMENDED ACTION FOR RC:

Adopt the Final Report and Recommendations.

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:

To implement SCAG Resolution No. 20-623-2 (regarding racial and social equity) and then-FY20/21 SCAG President Rex Richardson’s Work Plan, SCAG staff has developed the Inclusive Economic Recovery Strategy (IERS) using the President’s work plan phases of Listen, Convene, Catalyze. Staff also relied on data and best practices analyzed through a partnership with the UC Riverside Center for Social Innovation. Findings and recommendations were brought to the SCAG Economist Bench, the Global Land Use and Economics (GLUE) Council, the stakeholders that participated in the convenings and through interim presentations to SCAG committees. This report provides a summary of the Final IERS report and recommendations for Regional Council adoption. The final recommendations in this report are more extensive than SCAG will be able to deliver and are offered as a starting place for prioritization of SCAG’s work program on economic recovery and a set of ideas for partners to consider in their work programs. Moreover, the final IERS recommendations align with Governor Newsom’s proposed \$100 billion “Comeback Plan,” thus positioning SCAG and its cities, counties and partners to leverage the knowledge gained in the IERS process to fund and implement the recommended strategies.

BACKGROUND:

The Inclusive Economic Recovery Strategy (IERS) is grounded in analysis of data, review of the literature, and best practices in equity and inclusion. The IERS reflects priorities and needs raised during stakeholder convenings and sets forth strategies for SCAG's role in advancing equitable regional economic recovery and growth. SCAG's strategy development was guided by five core principles, with the primary intent of fostering greater economic opportunity for women and communities of color to narrow the economic disparities in our local and regional economies.

IERS Work Plan and Methodology

SCAG developed the IERS using a methodology that embodies the *Listen, Convene, and Catalyze* phases from SCAG's FY20/21 Work Plan. The strategy's guiding principles are rooted in data and analysis from the National Equity Atlas, as summarized in SCAG's recently published *Racial Equity: Baseline Conditions Report* and the Briefing Book from SCAG's 2020 Economic Summit, among others. To support the IERS information gathering and analysis process, SCAG engaged Los Angeles-based firm Estolano Advisors and researchers from the Center for Social Innovation at the University of California, Riverside (UCR). Throughout the IERS process, staff shared updates with and collected feedback from various SCAG committees.

Key components in SCAG's research included: small group convenings, a stakeholder survey, SCAG committee engagement, and a landscape scan of existing efforts in the region.

- **Small-Group Convenings** – SCAG convened more than 230 stakeholders across 20 virtual focus groups and listening sessions between February and April 2020. Participants hailed from across the region, working across sectors and disciplines including, but not limited to, practitioners in community development and advocacy, residential and commercial development, industry and small business development, workforce development and education, philanthropy, and municipalities. Through the convenings, staff learned about equity-oriented efforts happening across the region, surfaced local practitioners' priorities and needs for a more inclusive economy, and generated ideas for SCAG's role in advancing an equitable economic recovery. Special outreach to SCAG's Global Land Use and Economic Council (GLUE) included a convening and two follow-up presentations and discussions at regular GLUE meetings.
- **Survey** – Staff conducted an online survey that sought to identify priorities for creating a more inclusive regional economy, learn about existing efforts happening to improve equity outcomes, and elicit ideas for how SCAG can support the region in this work. SCAG received 94 survey responses. The top three stakeholder sectors that responded were Nonprofit Advocacy with 32 respondents (34%), Local Government with 25 respondents (26.6%), and Other with 14 respondents spanning higher education, transportation, tribal government, and other types of nonprofit organizations (14.9%). Respondents were from all six counties.

- **SCAG Committee Engagement** – During the recommendation development stage, SCAG staff presented findings from the convenings and preliminary recommendations for discussion with various SCAG committees. SCAG staff refined the proposed recommendations to reflect feedback from the following SCAG committees and partners:
 - Special Committee on Equity & Social Justice
 - Community, Economic & Human Development (CEHD) Committee
 - SCAG Economist Bench

- **Research and Inventory of Existing Resources and Efforts** – The UCR Center for Social Innovation, in collaboration with SCAG staff, led a literature review of best practices and core elements to fostering an inclusive economy. Further, the UCR Center for Social Innovation conducted a landscape scan of economic development organizations, ongoing equitable economic development efforts across the region, and a reference list of public funding sources. The research findings informed the guiding principles and recommendations outlined in this report. Visit SCAG’s website for an online catalog of equitable economic development efforts and funding resources identified in the research.

- **Publishing Key Findings and Recommendations** – SCAG published the key findings and draft recommendations for public comment from May 6th–June 4th, 2021.

IERS Guiding Principles and Focus Areas

Based on the data, literature review, and input from SCAG’s Executive Team and consultants, the IERS identified **5 guiding principles** to drive its work and to act as a lens for identifying recommendations:

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

Recommendations

Both the findings and recommendations are organized across **4 focus areas which are interconnected and equally important**:

1. **Housing Production and Preservation**– support housing production and preservation of existing naturally occurring affordable housing, both to provide a range of housing for households at all income levels (rental and ownership), as well as support an economic generator for high quality jobs.

2. **Transportation and Infrastructure** – identify projects of regional significance that are ready to move forward and will create equity-ready jobs, increase access for communities of color, promote sustainability, and improve the jobs/housing balance in the region.
3. **Sector Based Strategies** – identify top needs of growth sectors that provide the greatest opportunities for middle class, family supporting jobs and “future proofing” the economy.
4. **Human Capital** – identify the intersectional issues that create opportunities for economic mobility, such as job training/education, childcare, public and mental health, access to capital and affordable housing; support the “complex adaptive coalitions” necessary to achieve economic mobility.

The **findings** from the “Listen and Convene” efforts are provided as an Appendix to the final IERS Report (Attachment 1). In addition, we have created three web resources based on our research and findings. The web resources include:

- A list of economic development initiatives in the SCAG region,
- A list of funding resources for economic development, and
- An annotated bibliography on equitable and inclusive economic development best practices.

These resources are available on the SCAG website and will be updated periodically.

Within each focus area, recommendations are further categorized into the following:

- **Existing Resources** - These are recommendations that SCAG can implement using staff and funding resources that were previously secured and exist within the organization. In some cases, implementation is already underway using identified resources.
- **Additional Resources and Partners** – These recommendations require SCAG to pursue and secure new funding and/or staffing to support implementation. Without additional funding, it will be difficult for SCAG to implement recommendations in this category.
- **Additional Recommendations** – These are recommendations that other organizations and entities are encouraged to implement. Although SCAG is not well-positioned to lead their implementation, these recommendations are included in this report to document promising ideas that address important needs within the region. When appropriate, SCAG may support as a collaborative partner.

In developing the recommendations, SCAG recognizes existing collaboratives, organizations, and in particular subregional economic development corporations (EDCs) that are actively working on many of the key findings and issues raised during the development of this strategy. While some recommendations are new work programs, the majority are opportunities for SCAG to build on existing efforts and seek to lift-up best practices; coordinate and create mutually supportive

relationships with partners across the region; and realize shared goals around equity-oriented industry growth, job creation, entrepreneurship and small business success.

Based on the feasibility and urgency of the recommendations, we identified “top priority” recommendations, denoted with a ✓ (green check), below. These recommendations were directly informed by key findings from SCAG’s stakeholder engagement and best practices research as well as feasibility for SCAG to implement the recommendation with existing limited resources.

Focus Area: Housing Production and Preservation

While housing production is not often considered a key pillar of inclusive economic development, it is an essential component of a thriving region and is a core area of SCAG’s work. Further, stakeholders across the private and nonprofit sectors consistently identified housing affordability and availability as a priority during the IERS stakeholder convenings, pointing to the importance of housing in growing stronger businesses and communities. In addition, preservation of existing affordable housing – whether naturally occurring through lower rents or rent stabilization or affordable units with expiring covenants – is a key priority across the state. Finally, homeownership was consistently raised as a critical means for economic stability and opportunity. As part of the IERS, we consider housing to be equivalent to infrastructure that provides direct and indirect long-term benefits for our region’s communities and economy. Through SCAG’s \$47 million Regional Early Action Plan (REAP) program, the agency is equipped to quickly begin implementing key IERS recommendations outlined in this section to build local capacity and expertise in innovative financing strategies, growing local engagement, streamlining processes, and more.

Recommendations in this section call on SCAG and cross-sector partners to deepen critical understandings about housing in Southern California, improve and streamline housing development, and explore models for more equitable and inclusive outcomes.

Category 1: SCAG is actively pursuing with existing resources (*REAP program*) – *all priority recommendations*

- ✓ Invest in subregional efforts to expand local capacity and increase housing production through technical assistance and training on the use of CEQA streamlining tools and other ministerial approval options. Facilitate peer learning across municipalities about best practices in coordinating review and approval by various departments and creating a more transparent review and approval processes.
- ✓ Support efforts to create regional financing strategies and funding sources for affordable housing for low- and moderate-income renters, and advocate for additional funding at the State and Federal level.
- ✓ Partner with local philanthropy on the Call for Collaboration program to grow Community Based Organizations’ (CBOs) capacity to educate and engage communities

about housing and land use planning. As part of this, SCAG should regularly convene CBOs working on housing issues to stay apprised of key upcoming policy developments.

- ✓ Launch a communications initiative that conveys the value and importance of sustainable, equitable housing. This effort could be similar to SCAG's *Go Human campaign*.
- ✓ Provide training and education to local elected officials, department staff, and other community stakeholders to promote understanding of the challenges and opportunities for sustainable, equitable, and climate-adaptive housing development.
- ✓ Support regional efforts to streamline, design, and finance accessory dwelling unit (ADU) development, including facilitating model policy sharing across jurisdictions to create greater consistency.
- ✓ Establish or partner in the creation of a Housing Innovation Lab that explores new policies and models for accelerating housing production and approaches to delivering both for-sale and affordable housing more efficiently.

Category 2: SCAG can pursue through partnerships and with additional resources:

- ✓ Convene the financial sector, CDFI, and other partners to explore opportunities to expand homeownership for lower-income communities and communities of color, such as increased production, accessible financing, and identifying barriers to ownership. Within this effort, explore alternative approaches to building wealth through ownership, including community land trusts, tenants in common and other models.
- ✓ Advocate for new and increased federal and state funding for acquisition and rehabilitation of existing at-risk affordable housing.
- Work with member jurisdictions to access state and federal weatherization, home hardening, and energy efficiency retrofit funds to reduce vulnerability to climate-related hazards (e.g., extreme heat, wildfires, sea level rise). Target investments to low-income households and residents in disadvantaged communities to reduce their electricity bills, improve public health outcomes, increase resiliency, and reduce GHG emissions. Prioritize inland and Tribal communities, who are most at risk for extreme heat health impacts.
- Support efforts to include climate-ready strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards, including sea level rise, wildfires, landslides, and extreme flooding, among others.
- Evaluate the economic costs of not addressing climate hazards in the context of housing supply for the region, including insurance, public health, and loss of life impacts, and tabulate the economic benefit of climate-adaptive housing strategies (including land use and zoning strategies).
- Understand, discuss, and study the complexities of balancing housing production, sustainability, and land conservation goals (i.e., conserving land for agriculture and

other natural resources), including the economic benefits and climate impacts of natural and working lands.

Category 3: Additional recommendations where SCAG could partner:

- Convene leaders in residential development, workforce development, and community development to coordinate and grow a pipeline of racially and ethnically diverse affordable and market-rate housing developers. Further, investigate the barriers experienced by developers of color in growing their project portfolios and revenue to determine how SCAG can support this industry via policy advocacy.
- Invest in capacity building for general contractor and subcontractor firms owned by people of color so that they are better equipped to compete for and win projects alongside larger developers.
- Work with local governments to develop a toolkit of meaningful equity- and inclusion-focused benefits that developers can provide to be guaranteed certain project benefits (e.g., expedited processes).

Focus Area: Transportation and Infrastructure

In a region experiencing worsening climate impacts, SCAG seeks to ensure that large-scale infrastructure investments move us into a clean energy economy and provide economic opportunity for the region's workforce. Building and maintaining vital transportation, electricity, and broadband infrastructure present a generational opportunity to create accessible and good-quality jobs in our region. In addition, infrastructure to support the supply chain is critical to keep goods moving throughout the region. Moreover, these investments will help the SCAG region reduce vehicle miles traveled and greenhouse gas emissions.

In this section, recommendations encourage and advance digital inclusion, active transportation investments, transportation electrification, renewable energy generation, and more.

Category 1: SCAG is actively pursuing with existing resources (all priority):

- ✓ Develop a Broadband Action Plan to lead and support regional efforts in bridging the digital divide. Approach key infrastructure projects with a "dig once" strategy, to incorporate broadband, EV charging and other multi-benefit outcomes.
- ✓ Develop a regional blueprint for zero-emissions medium- and heavy-duty truck charging infrastructure that can inform local and subregional infrastructure investment and development, provide climate mitigation opportunities, and identify areas for regional coordination and support.
- ✓ Advance the adoption of zero-emission heavy- and medium-duty vehicles through SCAG's Last Mile Freight Program.

- ✓ Identify priority transportation and infrastructure projects across the region that will invest in and directly benefit low-income and communities of color. Advocate for funding at the state and federal level to have targeted hiring and job quality standards written into funding requirements so that project funding creates middle-class jobs.
- ✓ Identify funding to support subregional and local efforts to study and implement EV infrastructure, with an emphasis on investing in infrastructure that specifically meets the needs of low-income communities. In the near term, work with state policy makers to ensure that the ~\$1.5 billion included in the State budget for EV infrastructure is distributed equitably to benefit disadvantaged communities and leverages existing advocacy efforts like the Transportation Electrification Partnership led by the Los Angeles Cleantech Incubator.
- ✓ Support active transportation and first/last mile connections as a priority for connecting communities to jobs and other economic opportunities, as well as for reducing GHG emissions. Continue and expand efforts led by the GoHuman Campaign, Sustainable Communities Program, and Active Transportation Working Group to support and provide funding to local agencies, with an emphasis on projects designed to benefit underserved communities, including those with youth, older adults, and people with disabilities.
- ✓ Leverage federal infrastructure financing and use REAP program resources to advocate for infrastructure development tools to facilitate housing production and economic growth in conjunction with transportation projects and consistent with Priority Growth Areas, as defined in the Connect SoCal plan.

Category 2: SCAG can pursue through partnerships and with additional resources:

- Pursue funding for a study on upgrading the region's electricity grid to meet increasing demand, promote climate adaptation and regional resilience, and reduce our region's greenhouse gas consumption. The study should also identify policy solutions for addressing equity impacts.
- Identify brownfield remediation projects that stand to transform communities in ways that align with the Connect SoCal plan's goals. Further, identify funding sources for brownfield remediation and provide cities and subregions with technical assistance in preparing clear and compelling funding applications.
- Support local agencies in seeking Federal infrastructure funding to deliver safe, clean drinking water to underinvested communities across the region. Prioritize support for and investments in Tribal communities, Colonias in Imperial County, and other high-need communities.

Focus Area: Sector Based Strategies

We must harness the creativity, innovation, and grit that hums through our region to shape and grow industries that provide accessible opportunities for upward economic mobility. SCAG seeks to

grow the number of middle-wage jobs (“well-paying jobs for less-educated workers”).¹ We also want to increase wealth in historically marginalized communities by supporting entrepreneurs and small business owners who are women or people of color in launching and expanding their businesses.

SCAG also recognizes existing collaboratives, organizations, and in particular subregional economic development corporations (EDCs) that are actively working on sector-based strategies. The recommendations in this section lift-up opportunities for SCAG and partners across the region to foster equity-oriented industry growth, job creation, entrepreneurship and small business success.

Category 1: SCAG is actively pursuing with existing resources:

- ✓ Boost local efforts to foster industry clusters by offering support on funding applications and convenings and advocating for supportive policies and funding.
- ✓ Augment municipalities’ capacity to apply for and secure federal funding for local projects, such as US Economic Development Administration grants. SCAG can help to organize funding pursuits in the region and be an engaged government partner.
- ✓ Lift up examples of industry leaders who have implemented effective diversity-equity-inclusion business practices. This includes best practices for incorporating curriculum about diversity-equity-inclusion focused business practices into entrepreneurship and small business training programs, and best practices for achieving diversity goals within incubator and accelerator portfolios. Encourage industry leaders to adapt and apply these best practices to their own policies and procedures.
- ✓ Identify top regulatory reform recommendations for the State of California and work with partners to seek legislative solutions.
- ✓ Work with local jurisdictions and industry leaders to develop a Priority Agricultural Lands (PAL) Program to implement Connect SoCal’s agricultural lands conservation strategies.
- Convene CDFIs and other financial investors to share ideas and best practices for increasing access to capital for entrepreneurs of color.

Category 2: SCAG can pursue through partnerships and with additional resources (funding and/or staff):

- ✓ Become a source of regional data that can support and inform policies around economic development and, in particular, align with the data needs identified in the California Future of Work Commission’s March 2021 report, A New Social Compact for Work and Workers.
- The California Future of Work Commission recommends the creation of a California Job Quality Index, which would analyze monthly wage data to understand the growth of quality jobs by industry using a range of measures.

- Develop subregional studies on growth sectors that support middle-skills jobs and “future-proofing” the economy through targeted and accessible job training. The studies should include key data, workforce development and training needs research (including reskilling and upskilling needs), best practices research, recommendations for supporting the growth sectors, and identified subregional-specific partners.
- Convene a collaborative of hospitals and universities to diversify their supply chain and grow economic opportunities for minority- and women-owned businesses. Partner with private funders, such as UniHealth Foundation, to support implementation.
- Convene local agency procurement departments to discuss best practices and implementation of policies and practices that reduce or eliminate barriers to small, women, and minority-owned businesses. Work with local partners to create a shared set of certifications and contracting templates and materials. Identify funding for jurisdictions to migrate to a common platform.
- Produce county-level economic analyses to determine the local economic impact of racial and gender inequality. Government and community leaders can use the publication findings to inform the terms of community benefits agreements with private sector employers and developers and help ensure that the projected benefits of incoming investments are measured using more holistic factors.

Focus Area: Human Capital

To truly improve the lives of Southern Californians, we must ensure that individuals and households have access to the support they need to thrive in their jobs and in pursuit of upward economic mobility. Having access to resources and supports such as job training, affordable transportation choices, affordable childcare, and mental/public health services can make a world of difference in someone’s ability to secure and retain a job.

This section provides a range of insights that stakeholders shared about investing in the region’s human capital, followed by recommendations for SCAG to lead or where SCAG can highlight and support existing efforts, as well as recommendations that other organizations in the region can lead in implementing.

Category 1: SCAG is actively pursuing with existing resources

- ✓ Join the state in advocating for a federal jobs guarantee. This will allow the government to serve as a backstop in case industry does not create high-quality jobs to meet its workforce needs. This is in alignment with the State's March 2021 Future of Work report.
- ✓ Bring greater awareness of workforce development resources (including youth training programs, ETP funds, and various community college programs) for employers.
- Support the efforts of Caltrans, CALSTA, and CCJPA to implement the California Integrated Travel Program (Cal ITP), which would, among other benefits, create a universal statewide

transit benefit platform that can also serve as a basic account for other public benefits for Californians with the greatest need.

- Work with transit agencies to facilitate the adoption of the US Employment Plan to create high road local jobs through future equipment and supply procurement.

Category 2: SCAG can pursue through partnerships and with additional resources:

- ✓ Support the state's effort to develop a California Job Quality Index (JQI) by serving as the lead data and research partner for the Southern California region.
- Facilitate regional coordination to ensure the region's childcare industry is prepared to utilize federal funding being provided through the American Rescue Plan Act. Partner with organizations like LIIF to expand the childcare industry's capacity and advocate for supportive policies.
- Work with the construction trades and the developer/building industry to identify best practices in construction apprenticeships and training programs and facilitate expansion/application of these practices in housing, transportation, and infrastructure projects.

Category 3: Additional recommendations where SCAG could partner:

- Work with key partners such as workforce development organizations, economic development corporations, and community colleges to build awareness and provide technical assistance to local and county governments to establish job training and placement programs that connect residents from low-income neighborhoods to public sector jobs.
- Identify state and federal level opportunities to advocate for updates to critical workforce development funding guidelines to address challenges experienced by workforce program administrators. Advocacy should seek to expand youth eligibility criteria to include current students, ensure that funding can be used for various outreach and advertising activities that are key to reaching target populations, and expand the type of wrap-around services and supports program participants can receive during and after training.
- Conduct targeted engagement to better understand the unique needs of Indigenous communities in Southern California and work with philanthropic and public sector partners to address the communities' identified needs.
- Work with key partners to advance workforce development that can support a greener economy, including the potential deployment of microgrids, zero net energy implementation strategies, and renewable energy generation and storage.

NEXT STEPS

The IERS is a starting point for SCAG's work in fostering an inclusive economic recovery and regional economic growth that is centered on racial and gender equity. Those recommendations that are

ties to existing work efforts will continue and will take into account the IERS guiding principles and findings.

On May 14, 2021, Governor Newsom released his May budget revise, which included a proposed \$267.8 billion state budget and a host of programs targeting an inclusive, equitable and sustainable economic recovery. The \$100 billion proposed “Comeback Plan” is a comprehensive approach to all facets of planning, including homelessness and housing, workforce development, transportation, and closing the digital divide. The plan included a recommendation of \$750 million in Community Economic Resiliency Funding, and the targets for this funding are directly aligned with many of the IERS recommendations. Staff will work with partners and the State to secure funding and support partnerships to implement the IERS recommendations that require additional resources.

FISCAL IMPACT:

Work associated with this item is included in the FY 2020-21 Overall Work Program (055-1531.01, So Cal Economic Growth Strategy).

ATTACHMENT(S):

1. PowerPoint Presentation - Inclusive Economic Recovery Strategy
2. IERS_Report_FINAL

Developing an Inclusive Economic Recovery Strategy for the SCAG Region

Final Report Recommendations

Jenna Hornstock, Deputy Director of Planning, Special Initiatives
July 1, 2021

www.scag.ca.gov



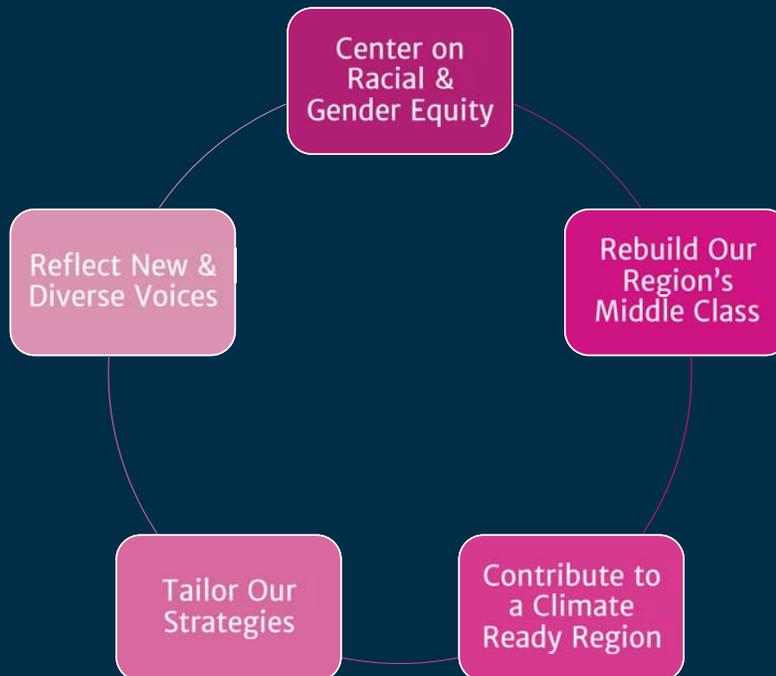
Inclusive Economic Recovery Strategy (IERS) – Work Plan



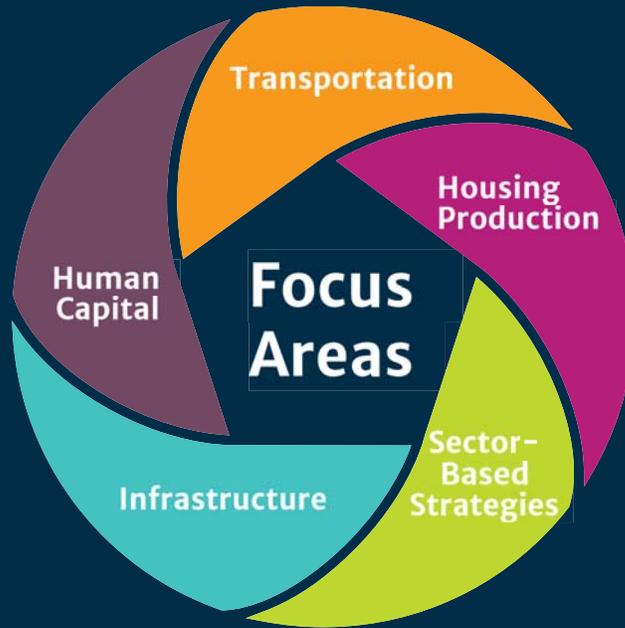
Research and Outreach to Date

- Extensive literature review
- 20 convenings/focus groups
- 94 surveys received
- 2 presentations to Special Committee on Equity and Social Justice
- Feedback from CEHD committee and from the EEC committee discussion on the 1/21 Climate Change Resolution
- Input from Chief Economic Advisor and Economist Bench
- Input and research from UC Riverside Center for Social Innovation
- Feedback from GLUE Council (2 meetings)
- Presented draft recommendations to CEHD on 5/6/21
- Findings and draft recommendations published for public comment

IERS – Guiding Principles



IERS Focus Areas: Inter-connected and Equally Important



Inclusive Economic Recovery Strategy Priority Recommendations



Organization of Recommendations

- Across 4 focus areas (two were combined)
- Across SCAG's 5 key "levers" of influence
- For each focus area, recommendations categorized as:
 1. SCAG is actively pursuing with existing resources
 2. SCAG can pursue with partnerships and additional resources
 3. Additional recommendations where SCAG can partner
- This presentation is only focused on priority recommendations – complete recommendations are in the staff report and the final IERS report.

SCAG's Key Levers of Influence



Housing Production Recommendations – Top Priorities

With Existing SCAG Resources (REAP Program):

- Support efforts to create regional financing strategies and funding sources for housing of all types
- Offer technical assistance and training to support municipalities seeking to use development streamlining tools
- Become a repository of information and best practices and support efforts to streamline and finance development of accessory dwelling units (ADUs)
- Facilitate education, training and leadership development in support of broad pro-housing coalitions.

Partners and Additional Resources needed:

- Explore ways to expand homeownership opportunities
- Support programs and funding to preserve naturally occurring affordable housing

Transportation and Infrastructure Recommendations – Top Priorities

With Existing SCAG Resources:

- Create a list of priority transportation and infrastructure projects across the region and advocate for funding at the state and federal level. Use these projects to pilot coordination on job training programs.
- Lead and support regional efforts to bridge the digital divide; take a “dig once” approach.
- Sustainable Infrastructure:
 - ✓ Move forward with SCAG efforts for electrification of freight and the regional blueprint for electric charging and hydrogen fueling infrastructure for medium and heavy-duty trucks.
 - ✓ Work with state policy makers to ensure that the ~\$1.5 billion included in the State budget for EV infrastructure is invested equitably to benefit low-income communities and leverage existing advocacy efforts.
 - ✓ Use REAP funding to support subregional efforts to plan for sustainable infrastructure that reduces costs and barriers to housing production.
 - ✓ Support active transportation and first/last mile connections for connecting communities to jobs and economic opportunities

Sector Based Strategies Recommendations – Top Priorities



With Existing SCAG Resources:

- Identify top regulatory reform recommendations and work with partners to seek legislative solutions.
- Convenings and Technical Assistance:
 - a. Boost subregional efforts to foster industry clusters
 - b. Augment municipalities' and partners' capacity to apply for and secure federal funding for local projects
 - c. Lift up examples of industry leaders who have implemented effective diversity/equity/inclusion business practices
- Work with local jurisdictions and industry leaders to develop a Priority Agricultural Lands (PAL) Program to implement Connect SoCal's agricultural lands conservation strategies.

Partners and Additional Resources needed: Become a source of regional data that can support and inform policies around economic development.

Human Capital Recommendations – Top Priorities



With existing SCAG resources:

- Support a region-wide initiative to bring greater awareness of workforce development resources for employers.
- Join the state in advocating for a federal jobs guarantee.

Partners and additional resources needed:

- Support the State's effort to develop a California Job Quality Index (JOI) by serving as the lead data and research partner for the Southern California region.

Next Steps



- Continue with the IERS recommendations that are part of our ongoing work program
- Integrate key concepts around economic growth into the 2024 RTP/SCS
- Track new State and Federal funding sources that are supporting inclusive economic recovery and economic growth; advocate for resources for SCAG and our subregional partners
- Directly seek funding for implementation, as appropriate
- Support subregional partners in securing funding

Thank you!

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An Inclusive Economic Recovery Strategy for the SCAG Region

Final Report & Recommendations

July 2021

ACKNOWLEDGMENTS

SCAG would like to thank the nonprofit, private, and public sector leaders and practitioners who participated in this process and shared their insights and perspectives to inform the agency's Inclusive Economic Recovery Strategy. SCAG also acknowledges input and advisory services from its economist bench, including Chief Economic Adviser Wallace Walrod.

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ABOUT SCAG

SCAG is the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.

VISION STATEMENT

Southern California's Catalyst for a Brighter Future

MISSION STATEMENT

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.

visit us at scag.ca.gov

Southern California Association of Governments (SCAG) is deeply committed to building a healthy and inclusive Southern California economy. Following the rise of the novel coronavirus (COVID-19) pandemic in 2020, SCAG leadership recognized the importance in addressing the health, social and economic challenges that were both long-standing and heightened by the pandemic. In July 2020, SCAG's Regional Council made a commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by adopting SCAG Resolution No. 20-623-2. Based upon this racial and social equity resolution and President Rex Richardson's FY20/21 Work Plan, SCAG staff has developed the Inclusive Economic Recovery Strategy (IERS).

With the goal of a region that is healthy, livable, sustainable, and economically resilient, SCAG acknowledges the need to dramatically improve outcomes for low-income families and people of color. To that end, SCAG's core function, its planning work, must directly address the long-standing systemic and institutional barriers that have fostered inequities in health, wealth, and opportunities.

The IERS serves as an important step towards identifying ways that metropolitan planning agencies, such as SCAG, can support economic prosperity and foster an inclusive economy. The IERS plan was developed using FY20/21 President Rex Richardson's strategy of Listen, Convene, and Catalyze. With the input of various business sectors and stakeholders, SCAG's work plan to develop the IERS carefully pairs data, with SCAG levers of work and existing efforts across the region. Developing the IERS is the first, but very important step in identifying new strategies and partnership opportunities to create a vibrant, inclusive economy.



Rex Richardson
Vice Mayor, City of Long Beach
2020-2021 SCAG President



Kome Ajise
Executive Director
SCAG

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FOREWORD

Activating Strategies for Inclusion & Equity: *Understanding Our Past and Frameworks for the Future*

While inclusion and equity have often been areas of concern to policy makers and planners alike, there is still some ambiguity about what these mean in practice and how policymakers can make more informed decisions considering a myriad of diverse stakeholders. Key developments during the COVID-19 pandemic and a reckoning over painful and ongoing struggles for racial equity in criminal justice, public safety, education, and housing, have made matters of inclusion and equity much more urgent. The past year has also brought to the fore the importance of resilience¹ and sustainability.²

Given the prospect of a post-COVID recovery and the opportunity to build and redesign systems that can better serve all communities, critical questions for SCAG include:

1. How can governments play a more active role in inclusive economic development?
2. What do equity, sustainability, and resilience mean in practice (e.g., what role can key partnerships play?)
3. How can we more broadly understand the importance of racial and gender equity to fostering sustainable and resilient growth?

A study of economic development and regulatory history illustrates the existence and persistence of structural factors that have harmed or disadvantaged communities of color. Importantly, it also shows gaps in our understanding of key nuances within the historical story that have been buried or sidelined in favor of more dominant narratives. We call for a rethinking of how all these processes interact. Utilizing the framework of DNA: Data, Narrative, Action,³ we see an important opportunity for SCAG stakeholders in Southern California to conceptualize, understand, and take action to create a more sustainable, resilient, inclusive and equitable economy that can provide greater opportunity for all.

How We Got Here: A Brief Historical Background

Urban development and regional planning in Southern California have produced mixed outcomes over time. Commercial enterprise and household wealth rose dramatically with increased lending in the postwar period, but access to these opportunities were severely constrained for communities of color. Land use laws and related regulations (e.g., zoning, urban renewal) have been highly influential in shaping urban and suburban patterns, from their origins as mechanisms of nuisance control to subsequent efforts to promote and exclude certain types of development and populations.⁴

Highway construction played an important role in the past century's housing boom, moving jobs and housing further from the coast and reducing investment in central cities.⁵ Suburbanization in the interstate era was also pivotal in changing the jobs-housing balance⁶ and residents' views of transportation options and commuting. Further, the growing politicization of water rights that came with suburban expansion created an increasingly complex landscape of power in Southern California, where water has always played an important role.⁷

Like other areas nationwide, this interplay of land use, water rights, and financing helped create and exacerbate structural inequities, particularly with respect to race. For years, redlining - a type of lending discrimination - was common practice.⁸ Although the Fair Housing Act outlawed redlining in 1968, many communities of color, especially Black people, continue to have significantly fewer housing options and opportunities.⁹ In addition to the persistence of implicit bias and overt acts of discrimination in housing and lending, factors such as exclusionary zoning policies, and spatial sorting preferences among white residents continue to perpetuate racial segregation.¹⁰ Interstate highway construction also worsened residential segregation by race and class,¹¹ often splitting or completely isolating communities of color, and deliberately excluding on-ramps and off-ramps in poor and minority neighborhoods.¹² Further, residential segregation worsened racial disparities as jurisdictions increasingly relied on harsher policing and criminalization of drug possession that disproportionately harmed communities of color.¹³

In addition to housing discrimination and residential segregation, workplace discrimination has been an additional driver of structural inequities.¹⁴ Just as in the case of housing discrimination, formally outlawing job discrimination has not eliminated its practice, even after passage of the 1964 Civil Rights Act and the creation of the U.S. Equal Employment Opportunity Commission. Workplace discrimination is still prevalent, whether by gender, race, age, disability status, sexual orientation, or other factors.¹⁵ Finally, starting in the 1970s, the decline of labor unions disproportionately harmed communities of color, as did the subsequent emergence of a two-tier labor market. The bifurcated market produced high-wage, high-benefit jobs for workers with college degrees and low-wage, low-benefit jobs for workers without college degrees.¹⁶ A 1990s resurgence of labor unions led by immigrants and community organizers temporarily bucked this trend. Nevertheless, by the 2000s, we saw a growth of subcontracted labor with low wages and no benefits that disproportionately hurt workers of color.¹⁷

The Great Recession of 2008 and the COVID-19 economic downturn have shed a harsh light on the plight of workers of color, many of whom toil at more than one job and work unpredictable hours, with low wages and no benefits. As a result, these workers have little to no safety net when an economic crisis hits.¹⁸ Moreover, COVID-19 also disproportionately harmed communities of color who were more likely to work in essential service industries and have increased exposure to the virus, more likely to have underlying health conditions that can worsen the effects of COVID-19, and more likely to live in crowded and unaffordable housing.¹⁹

While prior laws have been passed to address some inequities and some progress has been made since racial equity became a global rallying cry in the wake of the 2020 murders of Brionna Taylor and George Floyd, much work remains to be done. Understanding and addressing these structural inequities requires commitments to gather data, research, and community narratives that can shed light on disparities in processes and outcomes. It requires us to find ways to consistently push for strategic actions—through resource investments, policy changes, and new practices that advance racial equity in a significant and meaningful way.

Innovative Frameworks to Guide the Future: RISE & Ready Framework

There is mounting evidence that economic inequity harms long-term growth and that racial equity is good for the economy.²⁰ Similarly, greater sustainability and resilience helps ensure long-term economic prosperity. As we emerge from the pandemic and the racial reckoning of 2020 and 2021, the time is ripe to consider ways that various stakeholders can unite and collaborate in creating a sustainable economy that works for everyone. In particular, there is an opportunity to build upon the Biden-Harris Administration’s goal of changing the mindset from “shovel ready” to “shovel worthy” projects.²¹ To ensure adequate progress, we need greater clarity about concepts, measures, and aspirational standards of what constitutes resilience, inclusion, sustainability, and equity. The hope is that by getting clarity and precision on meanings, measures, and standards, we can advance policy and conversations about the best means to achieve those standards.

In collaboration with various community, industry, government, and research partners, the Center for Social Innovation is developing a framework of “RISE and Ready” jobs that builds on well-established global standards for sustainable development and emerging standards for the framework’s other dimensions of resilience, inclusion, and equity. Defined most broadly, resilience refers to ability of systems to absorb, recover from, and continue after some type of shock. Inclusion refers to the extent that communities are recognized and included in decisions, plans, programs, and projects. Sustainability refers to the environmental, economic, and social conditions that promote long-term individual and community health and well-being. Equity refers to whether investments, policies, and practices intentionally focus on improving outcomes among historically marginalized populations, and whether outcomes actually improve for those populations. Finally, readiness measures the preparedness of a community’s workforce and infrastructure (whether physical or social) to absorb new investments and complete projects in a timely manner.

The RISE and Ready Framework proposes going from theory to practice, with ways to monitor, rate, and evaluate programmatic progress and successes. (The evaluation component here is key because evaluation is not a common component of most service provision projects. While much may be learned through implementation, these lessons are not always translatable and often never disseminated.) This Framework could be especially useful when implemented in conjunction with SCAG’s Listen, Convene, and Catalyze approach to systematically identify what is needed for inclusive economic growth. The recommendations identified in this report are strongly aligned with the RISE and Ready Framework, and we hope that agencies and other stakeholders in the region will consider how each of the recommendations can help meaningfully advance those core values and priorities.

Authored by S. Karthick Ramakrishnan, Director of the Center for Social Innovation at the University of California, Riverside

INCLUSIVE ECONOMIC RECOVERY STRATEGY

Introduction

Immediately following the onset of the COVID-19 pandemic and the accompanying economic collapse, the vast disparities in our economy became abundantly clear. The differences in economic realities were further magnified as the pandemic progressed, revealing a “K-shaped” recovery.²² March 2021 data show that employment levels for higher- and middle-income segments of California’s economy have increased since the pandemic’s onset, while the state’s employment rates have decreased by 37% among low-wage workers (earning less than \$27,000).²³ As a region, we must take strategic action to lift up the bottom of the “K” and ensure that everyone in Southern California is looking ahead to a brighter future of economic opportunity and mobility.

Acknowledging its role as the nation’s largest metropolitan planning organization (MPO), the Southern California Association of Governments (SCAG) is committed to growing an inclusive region where all residents can thrive.²⁴ To implement SCAG Resolution No. 20-623-2 (regarding racial and social equity) and SCAG President Rex Richardson’s FY20/21 Work Plan, SCAG staff developed the Inclusive Economic Recovery Strategy (IERS) using the President’s work plan phases of Listen, Convene, Catalyze.

The IERS is grounded in data, literature review, and review of best practices from the field. The IERS reflects priorities and needs raised during stakeholder convenings and sets forth strategies for SCAG’s role in advancing equitable regional recovery and growth. SCAG’s strategy development was guided by five core principles, with the primary intent of fostering greater economic opportunity for women and communities of color to narrow the economic disparities existing in our local and regional economies today.

SCAG’s guiding principles for economic recovery:

- Center racial & gender equity in growth strategy
- Rebuild our region’s middle class
- Contribute to a climate-ready region
- Tailor our strategies
- Reflect new & diverse voices

This document organizes recommendations into four focus areas: 1) Housing Production and Preservation, 2) Transportation and Infrastructure, 3) Sector Based, and 4) Human Capital. These four focus areas possess great potential for elevating inclusive, equitable, and robust economic development as the region continues to recover from COVID-19 and align with SCAG’s core work as defined by the 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), called Connect SoCal.

SCAG’s Role

SCAG seeks to leverage its influence and platforms in regional planning to aid ongoing efforts in regional economic development championed by existing organizations and community partners. This IERS report will serve as a starting place for SCAG’s economic recovery work. Importantly, this report sets a path for SCAG to further explore integration of policy goals related to inclusive economic growth in its core work, which is the development and adoption of the RTP/SCS every four years.

This document will help prioritize and inform the agency’s efforts, as the recommendations shared in this report require varying levels of funding and staffing resources. A portion of the recommendations outlined in this report align with existing SCAG programs and resources. Some of the recommendations presented require additional financial and/or staffing resources that SCAG has not yet identified. Lastly, recognizing the array of work already in progress across the region, this report also includes recommendations that offer ideas for partners to consider for their own work programs.

Economic Opportunity: Pre & Post the Pandemic

Despite being home to a rich diversity of cultures, scenic landscapes, and industries, the SCAG region is also afflicted by long-standing economic disparities across race and gender. Even before the onset of COVID-19 and its accompanying recession, economic disparities in our region were widening over time. Our region’s Black, Indigenous, and Latino populations have experienced this most acutely.

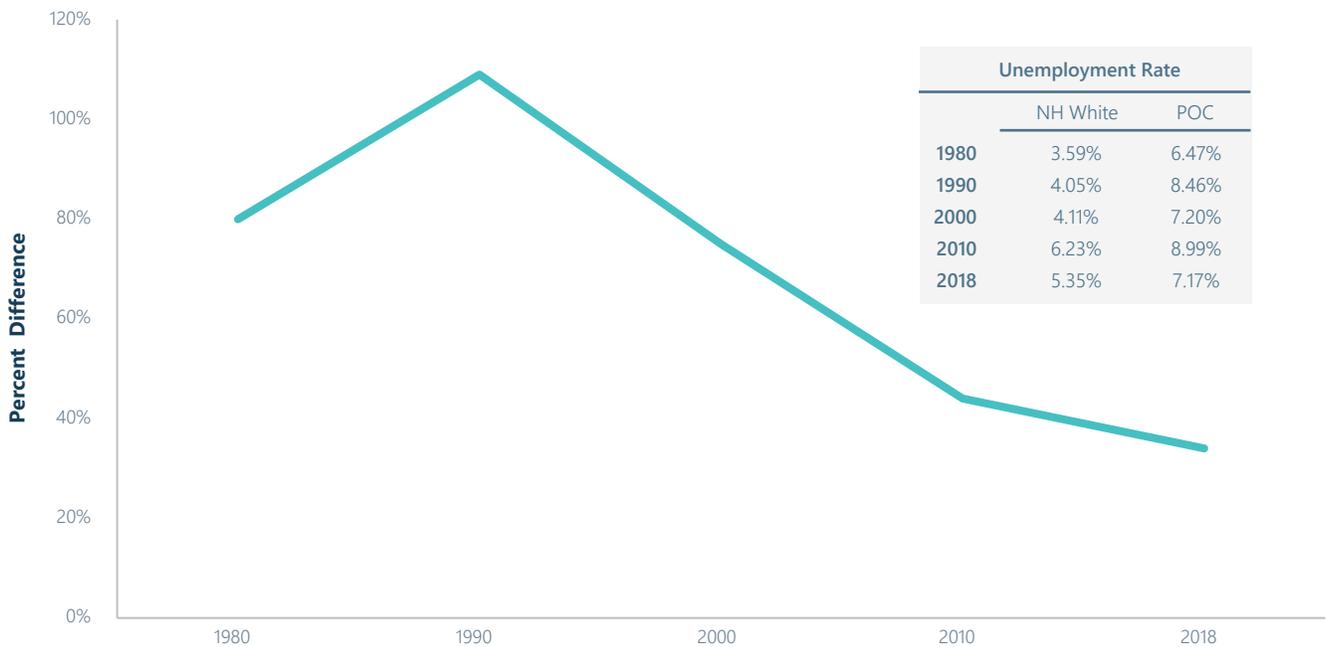
In 2020, SCAG used data from the National Equity Atlas to produce the *Racial Equity: Baseline Conditions Report*. The data looked at a number of economic indicators that help understand access to economic opportunity and mobility over the period of 1980 – 2017. Key findings from this data include:

- (1) The disparity in unemployment rates between the white population and People of Color (POC) has shrunk over time, particularly after 2010 as we started to recover from the recession of the early 2000s. However, despite a shrinking disparity, as depicted in **Figure 1**, the unemployment rate for POC is still 34% higher than the white population.

Figure 1

Comparison of Unemployment Rate & Percent Difference in Unemployment between POC & the White Population in the SCAG Region

1980 - 2018



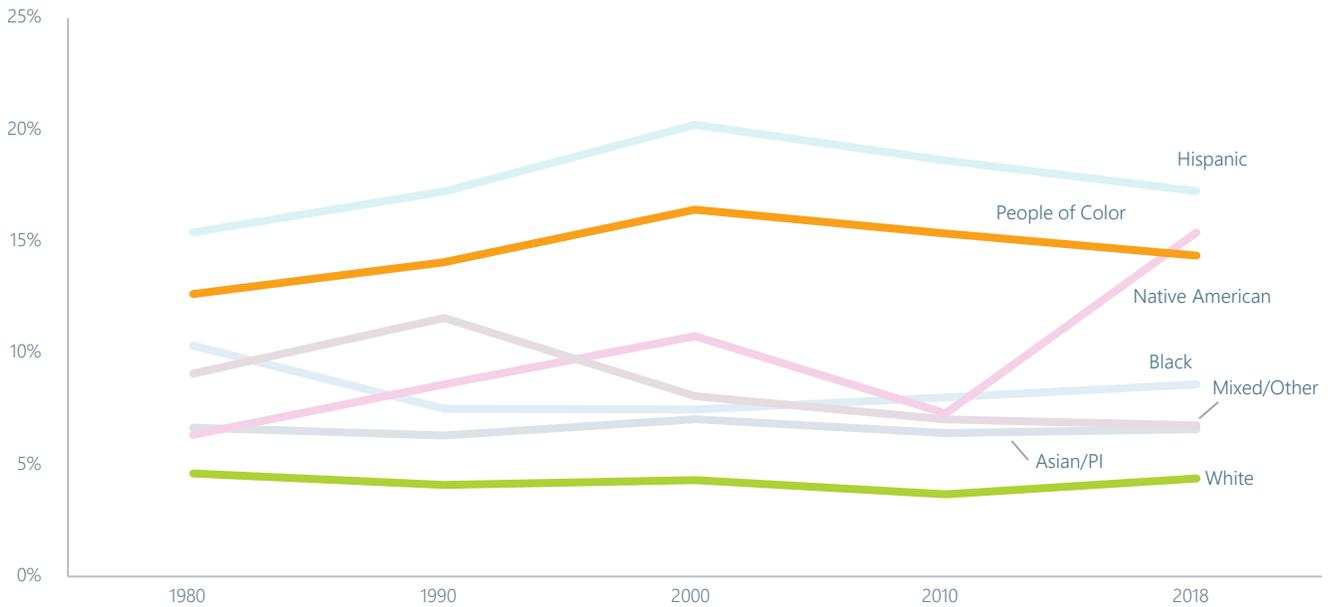
Notes and Sources: Based on data from the National Equity Atlas.

- (2) While there have been some reductions in employment disparities, wages have not increased with the cost of living and all people in the SCAG region have seen a dramatic increase in the percent that qualify as working poor. As shown in **Figure 2** the percentage of working poor people in the SCAG region, meaning employed people who are not paid enough to live above the poverty line, increased by nearly two-thirds between 1980 (6.83%) and 2018 (11%). In 2018, the region’s people of color (14.4%) were considered working poor at rates over three times as high as their white counterparts (4%).²⁵

Figure 2

Percent Working Poor in the SCAG Region by Race and Ethnicity

1980 – 2018



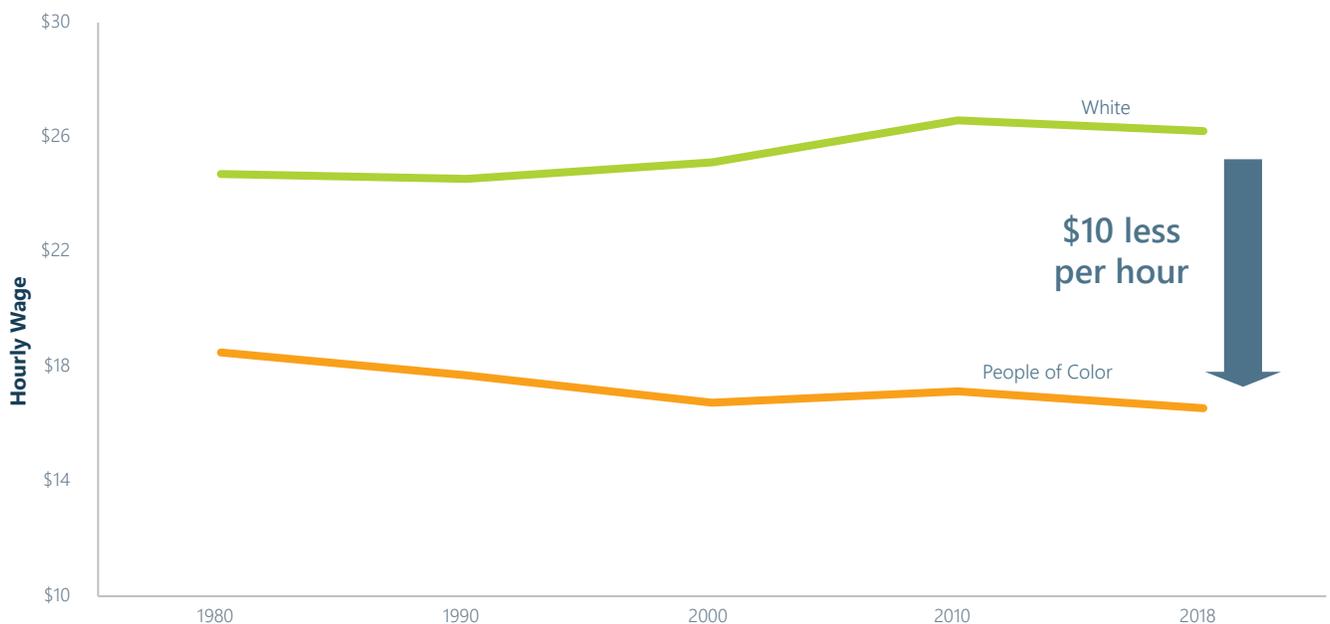
Notes and Sources: Based on data from the National Equity Atlas. White, Black, Native American, Asian/PI, and Mixed Other exclude workers who identify as Hispanic.

(3) Finally, the increase in working poor and the disproportionate number of people of color that are working poor is further understood through disparities in median wages. In 2018, workers of color make nearly \$10 less per hour (\$17) than their white counterparts (\$26), equating to a nearly \$20,000 deficit in pre-tax income.

Figure 3

Median Hourly Wages in the SCAG Region by Race Group

1980 – 2018



Notes and Sources: Based on data from the National Equity Atlas. "White" includes non-Hispanic white workers.

With the pandemic and resultant economic collapse in 2020, the data consistently show that women, people of color and low-income residents in the SCAG region were disproportionately impacted through severe job loss. In a Feb 3, 2021 report from McKinsey & Company entitled *Achieving an Inclusive US Economic Recovery*, analysis showed that:

- Black and Hispanic/Latinx workers faced 1.6 to 2.0 times the unemployment rates of their white counterparts;
- Households with less than \$30,000 in income faced double the unemployment rates; and
- Women made up 56% of the workforce exits, despite making up 48% of the workforce

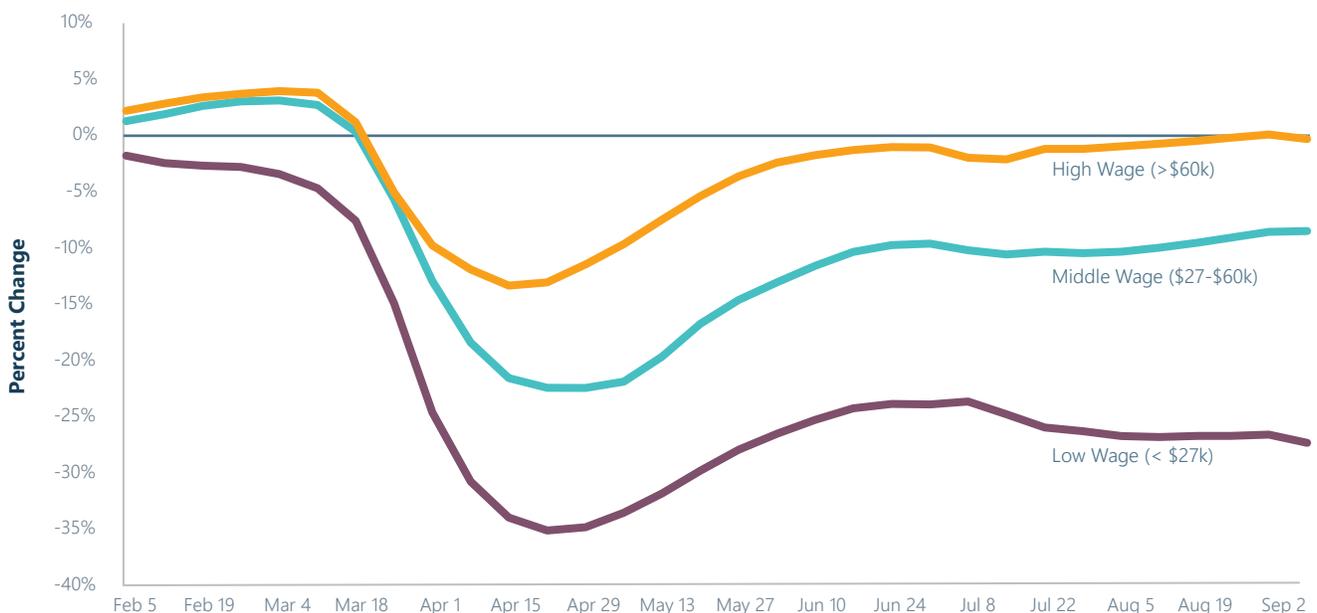
Waves of shelter-in-place mandates over the past year also took an enormous toll on businesses in the SCAG region, with minority-owned small businesses disproportionately affected by the economic shutdown.²⁶ Nationally, minority-owned businesses report being financially “distressed” or “at risk” of closure at higher rates than white-owned businesses.²⁷ As recovery efforts commenced, financial hardship continued for many business owners of color, as they faced structural barriers to accessing financial assistance.²⁸

Figure 4, below, shows that employment levels for higher- and middle-income segments of California’s economy have increased since the pandemic’s onset, while the state’s employment rates have decreased by 37% among low-wage workers, that is, workers earning less than \$27,000 annually. These differential impacts were named the “K-shaped” recovery. As a region, we must take strategic action to lift up the bottom of this “K” and ensure that everyone in Southern California is looking ahead to a brighter future of economic opportunity and mobility. The data on economic opportunity pre-pandemic, and the “K-shaped” recovery we see today²⁹ makes clear that economic recovery efforts in our region –and economic growth in general—must be targeted to ensure that low-income people in Southern California experience economic benefits from public sector investments and private sector growth. This is crucial to closing the historical disparities we see in economic outcomes across race and gender. Despite the promising national and state-level projections for the economic recovery from COVID-19, the SCAG region is still experiencing a higher unemployment rate than both the state and the national average.³⁰ In particular, lower-income SCAG residents experienced higher employment losses and a slower recovery rate than residents in the rest of the state and the nation.³¹

Historic trends and the diverging recovery trajectory clearly indicate that business-as-usual economic strategies have failed to serve all residents equitably and systematic changes in economic development strategies are critical for the region to collectively prosper.³²

Data indicate that people of color have not been able to benefit equally during previous economic recoveries and expansions compared to their white counterparts.³³

Figure 4
SCAG Region Percent Change in Employment by Income Group
 February 2020 – September 2020



Notes and Sources: Based on data from Opportunity Insights.

The justification for creating an equitable economy goes beyond the moral imperative of building a just and equitable society. The benefits of closing income and wealth gaps across race and gender redound to a more prosperous economy overall. Analysts project that by addressing the existing earnings gaps, annual spending will increase \$2.6 trillion, resulting in economic benefits spread across the economy, including local taxing entities.³⁴ A study by the Kellogg Foundation found that closing gaps in earnings for people of color would increase federal tax revenues by \$450 billion, and state and local tax revenues by \$150 billion, annually.³⁵ As our economy recovers, the SCAG region must focus on closing economic disparities across race and gender to create a brighter future for everyone who lives here. SCAG has developed the IERS strategy document as a starting place to identify existing efforts and new partners, and to chart a course to incorporating strategies that promote inclusive economic growth into its core work.

Guiding Principles

The following principles guide the IERS recommendations and will play a pivotal role in shaping their implementation.

- A. **Center Racial & Gender Equity** –The IERS focuses on strategies to close the wealth and income gaps across race and gender. The recommendations uplift strategies to improve outcomes for communities of color, who have been hit hardest by the economic crisis stemming from the COVID-19 pandemic. Historically, these same communities are often left behind and excluded from fully accessing the benefits of a growing economy during times of economic recovery and expansion. This IERS must chart a new path so that this recovery does not repeat the field’s prior shortcomings and limitations. As the data suggests, by centering racial and gender equity in our strategies and implementation, we stand to increase the economic impact of our investments and broaden and deepen its enduring benefits.
- B. **Rebuild Our Region’s Middle Class** – A thriving middle class makes for a thriving economy. We want to build an economy in which every individual and family has economic stability and security so that they can more fully participate in local and regional economies. Right now, a substantial segment of our population, predominantly people of color, works full-time yet lives below the poverty line. As the economy grows during our recovery, we must ensure that the region’s workforce benefits from the value it creates.

We can rebuild Southern California’s middle class through income growth and wealth generation. We know that we can help lift people out of poverty and into the middle class by focusing on high road employment – increasing the number of family-supporting jobs, ensuring accessible pathways to jobs, and creating opportunities for families to invest their savings in wealth-generating vehicles.
- C. **Contribute to a Climate Ready Region** – This recovery will be one that respects our workforce and respects our natural resources. As an agency committed to reducing GHG emissions, we must curb the physical, social, and economic impacts of climate change. The IERS will focus on investments that prepare our region for the worsening impacts of climate change such as drought, wildfires, flash floods, and extreme heat. We will seek opportunities such as adopting and advancing clean technologies, maximizing infill development, and investing in green, multi-benefit infrastructure.
- D. **Tailor Our Strategies** – While many of the overarching needs in our subregions are shared – more jobs, growing sectors, updated infrastructure – we know that a “one-size fits all” approach is neither effective nor realistic. The IERS includes strategies that can be further tailored to reflect the unique needs and opportunities of different subregions and industry sectors. During implementation we will work with local stakeholders to understand where we can leverage existing assets and efforts and with whom we can partner to support local sectors and sub-regions most effectively in growing a more equitable and inclusive economy.
- E. **Reflect New & Diverse Voices** – SCAG’s impact on our economy will be most beneficial when we build coalitions and work with partners. The IERS reflects voices from a broad range of stakeholders working across sectors and disciplines to grow a clean and inclusive economy. To most effectively implement the strategies identified in this report, SCAG must bring into this work more voices and partners from historically marginalized communities. Including a broader range of perspectives in the strategy and its implementation will support aligned and sustained impact.

Focus Areas

SCAG identified four focus areas to guide its process of research, collecting feedback, and developing recommendations for the IERS. All findings and recommendations are organized into the four focus areas in this report; however, recognizing that these focus areas are interconnected and equally important.

- A. **Housing Production & Preservation** – The lack of affordable housing is a common concern shared among stakeholders in the region. Recognizing housing as the cornerstone to building economic security and treating housing as vital infrastructure for economic growth, the IERS leverages resources to spur development of a range of housing types. This includes rental and ownership housing for households at all income levels, and the preservation of existing affordable units. Housing production and preservation work also generates high-quality jobs that will further elevate the region’s economic well-being.

- B. **Transportation & Infrastructure** – Transportation and other infrastructure are fundamental in preparing a climate-ready regional economy. The IERS supports projects and strategies that increase mobility options for communities of color and working families and improve the jobs-housing balance in the region.
- C. **Sector Based** – Sector-based strategies identify the top needs of growth sectors that provide the greatest opportunities for middle-class careers. These strategies aim to create more family supporting jobs and shift the demand away from low-wage jobs to middle-income employment. Better-paid, middle-skilled jobs cultivate adaptive and sustainable job skills, and the resultant networks help grow strong regional economies driven by evolving and innovating firms.
- D. **Human Capital** – Addressing the barriers that preclude low-income workers’ access to emerging economic opportunities is an intersectional issue critical to forging an inclusive regional recovery and equitable economic growth. Providing essential resources such as childcare and compensated job training and education is crucial in helping previously resource-strapped groups achieve economic mobility. By lifting up the people who would not otherwise be able to fully participate in the region’s recovery and linking them to resources and tools that provide economic mobility, the IERS aims to expand the scale and breadth of the regional economy.

Methodology

SCAG developed the IERS using a methodology that embodies the Listen, Convene, and Catalyze phases from SCAG’s FY20/21 Work Plan. The strategy’s guiding principles are rooted in data and analysis from the National Equity Atlas, as summarized in SCAG’s recently published Racial Equity: Baseline Conditions Report, and the Briefing Book from SCAG’s 2020 Economic Summit, among others. To support the IERS information gathering and analysis process, SCAG engaged Los Angeles-based firm, Estolano Advisors, and researchers from the Center of Social Innovation at the University of California, Riverside (UCR). Throughout the IERS process, staff shared updates with and collected feedback from various SCAG committees.

Key components in SCAG’s research included: small group convenings, a stakeholder survey, SCAG committee engagement, and a landscape scan of existing efforts in the region.

- A. **Small Group Convenings** – SCAG convened more than 230 stakeholders across 20 virtual focus groups and listening sessions between February and April 2020. Participants hailed from across the region, working across sectors and disciplines, including but not limited to practitioners in community development and advocacy, residential and commercial development, industry and small business development, workforce development and education, philanthropy, municipalities, and more. Through the convenings, staff learned about equity-oriented efforts happening across the region, surfaced local practitioners’ priorities and needs for a more inclusive economy, and generated ideas for SCAG’s role in advancing an equitable economic recovery. Special outreach to SCAG’s Global Land Use and Economic Council (GLUE) included a convening, and two follow up presentations and discussions at regular GLUE meetings.
- B. **Survey** – Staff conducted an online survey that sought to identify priorities for creating a more inclusive regional economy, learn about existing efforts happening to improve equity outcomes, and elicit ideas for how SCAG can support the region in this work. SCAG received 94 survey responses. The top three stakeholder sectors that responded were Nonprofit Advocacy with 32 respondents (34%), Local Government with 25 respondents (26.6%), and Other with 14 respondents spanning higher education, transportation, tribal government, and other types of non-profit organizations (14.9%). Respondents were from all six counties.
- C. **SCAG Committee Engagement** – During the recommendation development stage, SCAG staff presented findings from the convenings and preliminary recommendations for discussion with various SCAG committees. SCAG staff refined the proposed recommendations to reflect feedback from the following SCAG committees and partners:
 - Special Committee on Equity & Social Justice
 - Community, Economic & Human Development (CEHD) Committee
 - SCAG Economist Bench
- D. **Research and Inventory of Existing Resources & Efforts** – The UCR Center for Social Innovation, in collaboration with SCAG staff, led a literature review of best practices and core elements to fostering an inclusive economy. Further, the UCR Center for Social Innovation conducted a landscape scan of economic development organizations, ongoing equitable economic development efforts across the region, and a reference list of public funding sources. The research findings informed the guiding principles and recommendations outlined in this report. Visit SCAG’s website for an online catalog of equitable economic development efforts and funding resources identified in the research.
- E. **Publish Key Findings & Recommendations** – SCAG published the key findings and draft recommendation for public comment from May 6th – June 4th, 2021.

Recommendations

Based on findings from the convenings, listening sessions, and equity best practices research, SCAG has generated a set of policy recommendations, presented in the tables that follow. The detailed findings are provided in the appendix.³⁶ These recommendations serve as a starting place for prioritizing SCAG’s work program on economic recovery and equitable economic growth, and as a set of ideas for partners across the region to consider in their work programs. Importantly, SCAG has developed recommendations that can build on existing efforts underway across the region, with a focus on lifting up best practices, creating opportunities for coordination of separate but mutually supportive efforts and harmonizing across shared regional goals.

The recommendations are organized by the four focus areas: (1) Housing Production and Preservation, (2) Transportation and Infrastructure, (3) Sector Based, and (4) Human Capital. Within each focus area, recommendations are further categorized into the following:

- **Existing Resources** – These are recommendations that SCAG can implement using existing staff and funding resources. In some cases, implementation is already underway using identified resources.
- **Additional Resources & Partners** – These recommendations require SCAG to pursue and secure new funding and/or staffing and partners to support implementation.
- **Additional Recommendations** – These are recommendations which other organizations and entities are encouraged to implement. Although SCAG is not well-positioned to lead their implementation, these recommendations are included in this report to document promising ideas that address important needs within the region. When appropriate, SCAG may support as a collaborative partner.

Based on feasibility and urgency of the recommendation, we identified “top priority” recommendations, denoted with a  symbol in the recommendation tables, below. For each recommendation we indicate which of SCAG’s five “levers of influence” it activates or requires for implementation. SCAG’s five levers of influence are:

1. Data and Research Analysis
2. Policy and Advocacy
3. Convenings and Presentations
4. Technical Assistance
5. Obtaining and Distributing Funding

Focus Area: Housing Production & Preservation

Housing production is an essential component of a thriving region and is a core area of SCAG’s work. Stakeholders across the private and nonprofit sectors consistently identified housing affordability and availability as a priority during the IERS stakeholder convenings, pointing to the importance of housing in growing stronger businesses and communities. In addition, preservation of existing affordable housing – whether naturally occurring through lower rents or rent stabilization or affordable units with expiring covenants – is a key priority across the State. Finally, homeownership was consistently raised as a critical means for economic stability and opportunity.

Homeownership was consistently raised as a critical means for economic stability and opportunity.

As part of the IERS, we consider housing to be equivalent to infrastructure that provides direct and indirect long-term benefits for our region’s communities and economy. Through SCAG’s \$47 million Regional Early Action Plan (REAP) program, the agency is equipped to implement priority IERS recommendations outlined in this section to build local capacity and expertise in land use planning, innovative financing, growing local engagement, streamlining processes, and more. Recommendations in this section call on SCAG and cross-sector partners to deepen critical understandings about housing in Southern California, improve and streamline housing development, and explore models for more equitable and inclusive outcomes.

Recommendations for Housing Production & Preservation — Using Existing Resources

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
 Invest in subregional efforts to expand local capacity and increase housing production through technical assistance and training on use of CEQA streamlining tools and other administrative approval options. Facilitate peer learning across municipalities about best practices in coordinating review and approval by various departments and creating more transparent review and approval processes.			X	X	X
 Support efforts to create regional financing strategies and funding sources for affordable housing for low- and moderate-income renters and advocate for additional funding at the State and Federal level.		X	X	X	X
 Partner with local philanthropy on the Call for Collaboration program to grow Community Based Organizations' (CBOs) capacity to educate and engage communities about housing and land use planning. As part of this, SCAG should regularly convene CBOs working on housing issues to stay apprised of key upcoming policy developments.			X	X	X
 Launch a communications initiative that conveys the value and importance of sustainable, equitable housing. This effort could be similar to SCAG's Go Human campaign.	X	X	X		X
 Provide training and education to local elected officials, department staff, and other community stakeholders to promote understanding of the challenges and opportunities for sustainable, equitable and climate adaptive housing development.			X	X	X
 Support regional efforts to streamline, design, and finance accessory dwelling unit (ADU) development, including facilitating model policy sharing across jurisdictions to create greater consistency.	X		X	X	X
 Establish or partner in the creation of a Housing Innovation Lab that explores new policies and models for accelerating housing production and approaches to delivering both for-sale and affordable housing more efficiently.			X		X

Recommendations for Housing Production & Preservation — Using Additional Resources and Partners

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
 <p>Convene financial sector, CDFI, and other partners to explore opportunities to expand homeownership for lower income communities and communities of color, such as increased production, accessible financing, and identifying barriers to ownership. Within this effort, explore alternative approaches to building wealth through ownership, including community land trusts, tenants in common and other models.</p>	X		X		
 <p>Advocate for new and increased federal and state funding for acquisition and rehabilitation of existing at-risk affordable housing</p>	X	X	X		
<p>Work with member jurisdictions to access state and federal weatherization, home hardening, and energy efficiency retrofit funds to reduce vulnerability to climate-related hazards (e.g., extreme heat, wildfires, sea level rise). Target investments to low-income households and residents in disadvantaged communities to reduce their electricity bills, improve public health outcomes, increase resiliency, and reduce GHG emissions. Prioritize inland and Tribal communities, who are most at risk for extreme heat health impacts.</p>				X	X
<p>Support efforts to include climate-ready strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards, including sea level rise, wildfires, landslides, and extreme flooding, among others.</p>		X	X		X
<p>Evaluate the economic costs of not addressing climate hazards in the context of housing supply for the region, including insurance, public health, and loss of life impacts, and tabulate the economic benefit of climate-adaptive housing strategies (including land use and zoning strategies).</p>	X			X	
<p>Understand, discuss, and study the complexities of balancing housing production, sustainability, and land conservation goals (i.e., conserving land for agriculture and other natural resources), including the economic benefits and climate impacts of natural and working lands.</p>	X			X	

Recommendations for Housing Production & Preservation — Additional Recommendations

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
<p>Convene leaders in residential development, workforce development, and community development to coordinate and grow a pipeline of racially and ethnically diverse affordable and market rate housing developers.</p> <p>Further investigate the barriers experienced by developers of color in growing their project portfolios and revenue to determine how SCAG can support this industry via policy advocacy.</p>	X	X	X		
<p>Invest in capacity building for general contractor and subcontractor firms owned by people of color so that they are better equipped to compete for and win projects alongside larger developers.</p>		X	X	X	X
<p>Work with local governments to develop a toolkit of meaningful equity- and inclusion-focused benefits that developers can provide to be guaranteed certain project benefits (e.g., expedited processes).</p>		X	X	X	

Case Study: Call for Collaboration

Lead Organizations: SCAG and California Community Foundation

Focus Area: Housing Production

Counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties

Context: In 2020, Southern California Association of Governments (SCAG) set aside \$1 million of its Regional Early Action Planning (REAP) state grants to develop the Call for Collaboration program. This program aims to support deeper community engagement in planning activities that accelerate housing production and generate community-driven, equitable growth strategies throughout the six-county SCAG region. This program is unique because it allows for a metropolitan planning agency, such as SCAG, to partner with the California Community Foundation, the James Irvine Foundation, and the Chan Zuckerberg Initiative on a shared priority. The Call for Collaboration program supports non-profits with small grants to support community-based policies and plans that help cities and counties reach aggressive housing production targets.

Initiative: The Call for Collaboration program promotes deep non-profit and community-based organization engagement in local housing decisions, and encourages these organizations to facilitate local, community-based conversations in support of housing. The program offers funding through two opportunities: (1) Partnership Programs: grants of up to \$125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships that promote equitable growth strategies; and (2) Spark Grants: \$50,000 capacity-building grants to seed new community-driven models of collaboration and engagement for promoting equitable growth strategies.

Building on the ideas and successes of housing innovation challenges across the region, the Call for Collaboration focuses on turning ideas into reality through strategic partnerships. With these grants community-based organizations have new resources to bring the voices of people who are most affected by housing policies into the key decision-making processes of which they are often left out. This initiative funds a range of community-driven approaches for shaping and executing a vision for growing our housing supply sustainably and equitably.

Grantees also benefit from training and technical assistance from a team of housing, planning, and legal experts that provide guidance through their work efforts, unique data analysis, advice on legal contracts and other documents, and other organizational support as needed.

Outcome: In 2021, the Call for Collaboration program funded 15 projects, totaling almost \$1.3M awarded across five SCAG counties. Using the program funds, grantees are engaged in a range of planning efforts such as:

- Housing element development and implementation,
- Increasing housing capacity near future Metro rail lines,
- Building support for community land trust formation,
- Addressing barriers to housing development on church-owned land,
- Growing support for mobile home parks,
- Expanding accessory dwelling units (ADU) policies and programs, and
- Identifying new financing sources for affordable housing development.



SOUTHERN CALIFORNIA Call for Collaboration



Focus Area: Transportation & Infrastructure

In a region experiencing worsening climate impacts, SCAG seeks to ensure that large scale infrastructure investments move us into a clean energy economy and provide economic opportunity for the region's workforce. Building and maintaining vital transportation, electricity, and broadband infrastructure presents a generational opportunity to create accessible and good-quality jobs in our region. In addition, infrastructure to support the supply chain is critical to keep goods moving throughout the region. Moreover, these investments will help the SCAG region reduce vehicle miles traveled and greenhouse gas emissions. In this section, recommendations encourage and advance digital inclusion, active transportation investments, transportation electrification, renewable energy generation, and more.

Recommendations for Transportation & Infrastructure — Using Existing Resources

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
 Develop a Broadband Action Plan to lead and support regional efforts in bridging the digital divide. Approach key infrastructure projects with a “dig once” strategy, to incorporate broadband, EV charging and other multi-benefit outcomes.	X	X	X	X	
 Develop a regional blueprint for zero emissions medium- and heavy-duty truck charging infrastructure that can inform local and subregional infrastructure investment and development, provide climate mitigation opportunities, and identify areas for regional coordination and support.	X		X		
 Advance the adoption of zero-emission heavy- and medium-duty vehicles through SCAG's Last Mile Freight Program.		X	X		X
 Identify priority transportation and infrastructure projects across the region that will invest in and directly benefit low-income, communities of color and support job creation and key industry sectors. Advocate for funding at the state and federal level to have targeted hiring and job quality standards written into funding requirements so that project funding creates middle-class jobs.	X	X			
 Identify funding to support subregional and local efforts to study and implement EV infrastructure, with an emphasis on investing in infrastructure that specifically meets the needs of low-income communities. In the near-term, work with state policy makers to ensure that the ~\$1.5 billion included in the State budget for EV infrastructure is distributed equitably to benefit disadvantaged communities and leverages existing advocacy efforts like the Transportation Electrification Partnership led by the Los Angeles Cleantech Incubator.		X	X	X	X
 Support active transportation and first/last mile connections as a priority for connecting communities to jobs and other economic opportunities, as well as for reducing GHG emissions. Continue and expand efforts led by the GoHuman Campaign, Sustainable Communities Program, and Active Transportation Working Group to support and provide funding to local agencies, with an emphasis on projects designed to benefit underserved communities, including those with youth, older adults, and people with disabilities.			X	X	X
 Leverage federal infrastructure financing and use REAP program resources to advocate for infrastructure development tools to facilitate housing production and economic growth in conjunction with transportation projects and consistent with Priority Growth Areas, as defined in the Connect SoCal plan.	X	X	X	X	X

Recommendations for Transportation & Infrastructure — Using Additional Resources and Partners

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
Pursue funding for a study on upgrading the region's electricity grid to meet increasing demand, promote climate adaption and regional resilience, and reduce our region's greenhouse gas consumption. The study should also identify policy solutions for addressing equity impacts.	X	X	X		
Identify brownfield remediation projects that stand to transform communities in ways that align with the Connect SoCal plan's goals. Further, identify funding sources for brownfield remediation and provide cities and subregions with technical assistance in preparing clear and compelling funding applications.	X	X	X	X	
Support local agencies in seeking Federal infrastructure funding to deliver safe, clean drinking water to underinvested communities across the region. Prioritize support for and investments in tribal communities, Colonias in Imperial County, Tribal communities and other high-need communities.		X	X	X	

Case Study: Transportation Electrification Partnership

Lead Organization: Los Angeles Cleantech Incubator

Focus Area: Transportation and Infrastructure

Region: Greater Los Angeles Area

Context: The Los Angeles Cleantech Incubator (LACI) is a non-profit organization with a mission to create an inclusive green economy in the Los Angeles region. In 2018, LACI formed the Transportation Electrification Partnership (TEP) to accelerate transportation electrification in the Greater Los Angeles Area. TEP is a multi-year partnership among local, regional, and state stakeholders aiming to reduce greenhouse gas emissions and air pollution an additional 25% beyond current L.A. Region commitments by 2028, when the Olympics and Paralympics arrive in Los Angeles.

Initiative: In its Roadmap 1.0, TEP developed the Guiding Principles for achieving its pollution reduction goals. Roadmap 2.0 laid out several steps for achieving these goals, including three strategies for achieving its goals by 2028: (1) accelerating the adoption of light-duty passenger electric vehicles; (2) shifting more than 20% of all trips in single-occupancy vehicles to zero emissions public and active transit; and (3) ensuring that all public investments into goods movement, including freight vehicles (i.e., trucks and cargo handling equipment) and related infrastructure, will advance zero-emissions solutions and make the I-710 the first zero-emissions goods movement corridor in the nation.

Outcome: In response to the COVID-19 pandemic and the ongoing global climate crisis, TEP and 47 other organizations submitted a \$150 billion dollar stimulus proposal to Congressional leaders in April 2020. The proposal highlighted electrification and start-up innovation to promote job growth and address the nation's health via clean air. In March 2021, the Partnership reiterated the stimulus investment request in a letter to Congressional leaders, highlighting that the proposed electrification plan aligns with the Biden Administration's Build Back Better Plan and could result in 2.3 million jobs across several sectors.



Focus Area: Sector Based

We must harness the creativity, innovation, and grit that hums through our region to shape and grow industries that both provide accessible opportunities for upward economic mobility and "future proof" the economy. SCAG seeks to grow the number of middle-wage jobs ("well-paying jobs for less-educated workers").³⁷ We also want to increase wealth in historically marginalized communities by supporting entrepreneurs and small business owners who are women or people of color in launching and expanding their businesses. SCAG also recognizes existing collaboratives, organizations, and in particular subregional economic development corporations (EDCs) that are actively working on sector-based strategies. The recommendations in this section lift-up opportunities for SCAG and partners across the region to foster equity-oriented industry growth, job creation, entrepreneurship and small business success.

Recommendations for Sector Based — Using Existing Resources

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
 Boost local efforts to foster industry clusters by offering support on funding applications and convenings and advocating for supportive policies and funding.		X		X	
 Augment municipalities' capacity to apply for and secure federal funding for local projects, such as US Economic Development Administration grants. SCAG can help to organize funding pursuits in the region and be an engaged government partner.		X		X	
 Lift up examples of industry leaders who have implemented effective diversity-equity-inclusion business practices, including best practices for incorporating curriculum about diversity-equity-inclusion focused business practices into entrepreneurship and small business training programs and best practices for achieving diversity goals within incubator and accelerator portfolios. Encourage industry leaders to adapt and apply these best practices to their own policies and procedures.			X		
 Identify top regulatory reform recommendations for the State of California and work with partners to seek legislative solutions.	X	X	X		
 Work with local jurisdictions and industry leaders to develop a Priority Agricultural Lands (PAL) Program to implement Connect SoCal's agricultural lands conservation strategies.	X		X	X	
Convene CDFIs and other financial investors to share ideas and best practices for increasing access to capital for entrepreneurs of color.			X		

Recommendations for Sector Based — Using Additional Resources and Partners

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
 <p>Become a source of regional data that can support and inform policies around economic development and, in particular, align with the data needs identified in the California Future of Work Commission's March 2021 report, A New Social Compact for Work and Workers. The California Future of Work Commission recommends the creation of a California Job Quality Index, which would analyze monthly wage data to understand growth of quality jobs by industry using a range of measures.</p>	X				
<p>Develop subregional studies on growth sectors that support middle skills jobs and "future proofing" the economy through targeted and accessible job training. The studies should include key data, workforce development and training needs research (including reskilling and upskilling needs), best practices research, recommendations for supporting the growth sectors, and identified subregional-specific partners.</p>	X				
<p>Convene a collaborative of hospitals and universities to diversify their supply chain and grow economic opportunities for minority- and women-owned businesses. Partner with private funders, such as UniHealth Foundation, to support implementation.</p>	X	X	X		
<p>Convene local agency procurement departments to discuss best practices and implementation of policies and practices that reduce or eliminate barriers to small, women, and minority owned businesses. Work with local partners to create a shared set of certifications and contracting templates and materials. Identify funding for jurisdictions to migrate to a common platform.</p>	X	X	X	X	X
<p>Produce county-level economic analyses to determine the local economic impact of racial and gender inequality. Government and community leaders can use the publication findings to inform the terms of community benefits agreements with private sector employers and developers and help ensure that the projected benefits of incoming investments are measured using more holistic factors.</p>	X	X	X		

Case Study: Transforming the Logistics & Supply Chain Industry

Lead Organization: Inland Economic Growth & Opportunity

Focus Area: Sector Based

Counties: Riverside and San Bernardino

Context: The economic impacts of the Great Recession were particularly severe for Riverside and San Bernardino Counties (“Inland Empire”). The rise in regional home prices in the early 2000s spurred housing construction and related economic activity. By 2010, all of these gains had been lost. The Great Recession depressed vital sectors in the Inland Empire, including the construction, real estate, retail, hospitality, logistics, and manufacturing sectors. Moreover, the Inland Empire saw increased use of temporary employment. Following the Great Recession, new jobs were primarily concentrated in a few sectors, reducing economic diversity and resilience in the Inland Empire, and making the region more vulnerable to recession. Many of the jobs created after the Great Recession were low-paying, and income growth in the Inland Empire lagged behind the national average. Between 2006 and 2016, average annual earnings in the US increased 7.3%, but grew by only 2.8% in the Inland Empire.

Initiative: In response to the loss of higher-paying jobs and increased reliance on temporary employment after the Great Recession, a diverse group of local leaders and regional stakeholders from the public, private, and academic sectors formed the Inland Economic Growth & Opportunity (IEGO) partnership. IEGO focuses on advancing an inclusive economy by identifying “pathways to good jobs, improving educational outcomes, inspiring the region’s brightest young people to stay, and strengthening civic infrastructure” (IEGO website). A core team of IEGO leaders identified growth industries in the Inland Empire, specifically, the logistics and supply chain clusters. They also identified the Inland Empire’s strengths: existing infrastructure and an educated workforce. By supporting these growth industries and leveraging the Counties’ strengths, IEGO strives to build a resilient regional economy, and improve equity and environmental outcomes. Targeted investments in these growth sectors will improve job quality and provide higher-quality career opportunities.

Outcome: In November 2020, IEGO revealed their supply chain consortium investment plan in the report, “Transforming the Logistics and Supply Chain Industry in the Inland Empire: An Investment Plan for the Excellence in Logistics and Supply Chain Management Consortium.” This report rethinks an existing industry and promotes inclusive and equitable growth. IEGO establishes a starting point for transforming a low-wage growth sector into a vehicle for expanding the local economy and creating good-quality job. Moreover, this report includes strategies for reducing air pollution and congestion. As part of its future work in this area, IEGO will identify opportunities to accelerate innovations in clean technology associated with the Indirect Source Rule, which passed in 2021, by the South Coast Air Quality Management District, which aims to regulate emissions from sources associated with warehouses.



Focus Area: Human Capital

To truly improve the lives of Southern Californians, we must ensure that individuals and households have access to the support they need to thrive in their jobs and in pursuit of upward economic mobility. Having access to resources and supports such as job training, affordable transportation choices, affordable childcare and mental/public health services can make a world of difference in someone’s ability to secure and retain a job. This section provides a range of insights that stakeholders shared about investing in the region’s human capital, followed by recommendations for SCAG to lead or where SCAG can highlight and support existing efforts, as well as recommendations that other organizations in the region can lead in implementing.

Recommendations for Human Capital — Using Existing Resources

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
 <p>Join the state in advocating for a federal jobs guarantee. This will allow government to serve as a backstop in case industry does not create high quality jobs to meet its workforce needs. This is in alignment with the State's March 2021 Future of Work report.</p>		X	X		
 <p>Bring greater awareness of workforce development resources (including youth training programs, ETP funds and various community college programs) for employers.</p>			X		
<p>Support the efforts of Caltrans, CALSTA, and CCJPA to implement the California Integrated Travel Program (Cal ITP) which would, among other benefits, create a universal statewide transit benefit platform that can also serve as a basic account for other public benefits for Californians with the greatest need.</p>	X	X			
<p>Work with transit agencies to facilitate the adoption of the US Employment Plan to create high road local jobs through future equipment and supply procurement.</p>		X	X		

Recommendations for Human Capital — Using Additional Resources and Partners

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
 <p>Support the State's effort to develop a California Job Quality Index (JQI) by serving as the lead data and research partner for the Southern California region.</p>	X		X		
<p>Facilitate regional coordination to ensure the region's childcare industry is prepared to utilize federal funding being provided through the American Rescue Plan Act. Partner with organizations like LIIF to expand the childcare industry's capacity and advocate for supportive policies.</p>	X	X	X		
<p>Work with the construction trades and the developer/building industry to identify best practices in construction apprenticeships and training programs and facilitate expansion/application of these practices in housing, transportation, and infrastructure projects.</p>	X		X		

Recommendations for Human Capital — Additional Recommendations

Recommendations	SCAG's 5 Levers for Action				
	Data	Policy Advocacy	Convenings/ Presentations	Technical Assistance	Funding
Work with key partners such as workforce development organizations, economic development corporations, and community colleges, to build awareness and provide technical assistance to local and county governments to establish job training and placement programs that connect residents from low-income neighborhoods to public sector jobs.			X	X	X
Identify state and federal level opportunities to advocate for updates to critical workforce development funding guidelines to address challenges experienced by workforce program administrators. Advocacy should seek to expand youth eligibility for criteria to include current students, ensure that funding can be used for various outreach and advertising activities that are key to reaching target populations, and expand the type of wrap-around services and supports program participants can receiving during and after training.	X	X			X
Conduct targeted engagement to better understand the unique needs of Indigenous communities in Southern California and work with philanthropic and public sector partners to address the communities' identified needs	X		X		X
Work with key partners to advance workforce development that can support a greener economy, including the potential deployment of microgrids, zero net energy implementation strategies, and renewable energy generation and storage.					

Case Study: U.S. Employment Plan Adoption by LA Metro

Lead Organization: Jobs to Move America

Focus Area: Human Capital

County: Los Angeles

Context: Pressure from globalization has reduced the number of US-based manufacturing jobs, and deteriorated wages and working conditions for US workers, particularly immigrant and Black workers. Historically, the manufacturing sector had provided stable, family-supporting jobs and had low educational barriers to entry. More recently, however, the US manufacturing sector has become the largest employer of temporary labor, employing 36% of all temporary workers. Governments and public agencies purchase approximately 20% of all manufactured goods, valued at nearly \$2 trillion. The strategic policy center, Jobs to Move for America, recognized public procurement as an underutilized opportunity to leverage public dollars to build a fairer economy, lift labor standards, and create high-road jobs.

Initiative: Jobs to Move America created the US Employment Plan (USEP) to support effective, democratic workplaces and empower workers. USEP is a federally approved policy tool for building equity into public procurement. USEP strives to create career pathways for historically marginalized people who are often left out of the manufacturing sector, including women, people of color, veterans, and formerly incarcerated people. When public agencies incorporate USEP into their bidding process, companies bidding for contracts must disclose the number, type, and location of jobs the contract will create and retain, as well as salaries, benefits, training programs, and the company's plan for recruiting and training historically marginalized workers.

Outcome: In 2012, the Los Angeles County Metropolitan Transportation Authority (LA Metro) became the first transit agency to adopt USEP for the purchase of rail cars and has since used USEP eight times. Jobs to Move America attributes the creation of over 550 direct jobs and thousands of additional jobs to LA Metro's adoption of USEP. In 2018, LA Metro committed to implementing USEP through the agency's Manufacturing Careers Policy, which applies to equipment purchases of over \$100M. Jobs to Move America estimates that this latest effort through the Manufacturing Careers Policy will support up to 22,000 jobs in the LA region.



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NEXT STEPS & NEW OPPORTUNITIES

The IERS is a starting point for SCAG’s work in fostering an inclusive economic recovery. As a next step, the agency will draw on existing resources to begin implementing recommendations with the IERS guiding principles in mind.

In April and May 2021, as SCAG was completing its process of “Listen and Convene” and beginning to draft this final report, the State of California was leading the way with vaccinations and reducing the spread of COVID-19, which will culminate on June 15th with the full re-opening of the economy. On May 14th, 2021, Governor Newsom released his May budget revise, which included a proposed \$267.8 billion state budget and a host of programs targeting an inclusive, equitable and sustainable economic recovery. The \$100 billion proposed “Comeback Plan” is a comprehensive approach to all facets of economic recovery, including homelessness and housing, workforce development, climate resilience, transportation, and closing the digital divide.

This funding proposes to not only address pandemic-related needs, such as stimulus checks and emergency rental assistance, but also to address long-standing issues California faced pre-pandemic. Specific proposals mirror some of the priorities and recommendations in this IERS, including: the California Jobs Initiative; funding for affordable housing to combat homelessness and support home-ownership; a labor and workforce development initiative; funding for coordination of workforce development efforts with Community Colleges; investments in transportation and infrastructure, and specifically to address the digital divide. The proposal also includes a \$750 million Community Economic Resilience Fund to provide financial support to regional and local stakeholder collaboratives to plan and implement region- and industry-specific economic transition strategies, with a specific focus on supporting high-road industries, quality job creation and workforce strategies in those sectors or regions most affected by the state’s transition to carbon neutrality.

Within these new funding opportunities, and with this IERS, SCAG will invest in staff resources to pursue new partnerships and funding opportunities that can support implementation of IERS recommendations and the sweeping investment proposals from the State. Through ongoing conversations and partnerships with practitioners across sectors, disciplines, and subregions, SCAG will continue to look for new ways the agency can help to close economic disparities and foster a more inclusive economy in the region.

APPENDIX

Key Findings

In this appendix, we summarize key findings heard in one or more of SCAG’s 20 convenings, in survey responses, and in feedback from SCAG’s Special Committee on Equity and Social Justice, SCAG’s Community, Economic and Human Development (CEHD) committee, SCAG’s Energy and Environment Committee (EEC), SCAG’s GLUE (Global Land Use and Economics) Council, and SCAG staff. We organize these findings by our four focus areas: 1) Housing Production and Preservation, 2) Transportation and Infrastructure, 3) Sector Based Strategies, and 4) Human Capital.

These findings are not exhaustive of all factors that relate to economic recovery. Rather, the findings presented here reflect what SCAG heard through the IERS “listen and convene” process. SCAG staff also shared findings with our bench of economists, who specialize in the economies and core industries across the six counties that SCAG serves.

Focus Area: Housing Production and Preservation

Housing Production and Preservation

- Lack of affordable housing, particularly in the mid-range of cost, is a shared concern across stakeholder groups. Some emphasized the importance of producing new housing and preserving existing affordable housing near jobs centers. Others noted the importance of developing affordable housing across the region to avoid further concentrating poverty.
- We need wealth building tools for communities that have historically been excluded from the benefits and opportunities of home ownership. Connecting people to home ownership is one way to build wealth, but it is not enough to close the ever-growing racial wealth gap. In the meantime, several stakeholders called for a public subsidy to support low-income families’ access to home ownership.
- More attention and investment should be given to community land trusts as a tool to build community wealth and create alternative approaches to ownership housing.
- Acquisition and rehabilitation of existing affordable housing stock is needed to prevent tenant displacement and loss of scarce units.
- Housing production is particularly challenged because when viewed through a narrow fiscal analysis, housing represents a net fiscal loss for municipalities; it does not generate sufficient taxes or resources needed to service it (infrastructure, fire/life safety, etc.). However, housing shortages are a drag on the economy, driving up labor, health, and commuting costs. SCAG could help cities quantify the fiscal cost of not producing housing.
- New housing developments need to incorporate climate-ready strategies to minimize the potential loss of housing units from climate-related hazards, such as sea level rise, wildfires, and landslides, among others.
- The economic costs of not addressing climate hazards in the context of housing supply will heavily affect local governments. Instead, climate-adaptive housing strategies can generate economic benefits for communities.

Land Use and Zoning

- There is an opportunity for economic justice organizations and housing justice organizations to work more closely together to advocate for mixed-use zoning and other land use patterns that bring housing and jobs centers together. Similarly, residents must have access to high quality transit.
- Housing development approval processes should be more transparent and streamlined, particularly through CEQA streamlining and reform.
- The proliferation of single-family homes and some rental properties becoming short term rentals negatively affects housing availability and affordability.
- The complexities of balancing goals related to housing production, sustainability, and conservation need to be better understood by policymakers and the public.
- Land use policy and zoning are important tools for local jurisdictions to lessen the risks and costs from climate-related hazards on residents and housing, especially related to building in areas at risk for wildfires.

Diversity and Inclusion in Delivery of Housing

- The real estate development and financing industries sorely lack diversity. The property management divisions of many development companies are diverse, but few people of color are gaining entry to higher-earning careers in development.
- Housing construction and property operations are opportunities to support local contractors and workers. Housing developers must be intentional about hiring local, community-based business and service providers for their contracting needs (e.g., security, landscaping, preventative maintenance).
- While there is developer interest in having better equity outcomes through targeting contracting and hiring, the transaction costs of identifying qualified contractors and workers who meet targeted categories can become a barrier to a project’s implementation.

Financing

- Developers face serious barriers and challenges in securing the capital needed for affordable housing projects. In particular, low-income housing tax credit (LIHTC) allocations are becoming increasingly competitive. Moreover, restrictive net worth requirements for developers can exclude historically marginalized developers from fully participating in the field.
- More financing is needed for delivery of rental and ownership housing at all levels of affordability (moderate to extremely low income).

Focus Area: Transportation and Infrastructure

Investments in Transportation and Infrastructure

- SCAG's Connect SoCal identifies \$638 billion in transportation investments that rely heavily upon fuel and sales tax revenues that are greatly impacted by COVID-19.
- Stakeholders encouraged SCAG to aggressively organize the region and pursue funding through Federal stimulus and various State programs targeting infrastructure and transportation.

Infrastructure to Support Economic Growth

- Goods movement represents a disproportionate share of transportation emissions, requiring an aggressive strategy to deploy zero-emissions technologies that will reduce harmful emissions, particularly in low-income communities.
- Climate adaptation and mitigation infrastructure has a net economic benefit, both in terms of job creation and for workforce development in transitioning to a greener economy.
- Electricity generation in the power sector is an important aspect of climate mitigation and adaptation; local agencies have an important role to play to promote resilience and reduce costs from future stressors and shocks to the grid.
- Investing in updating water infrastructure will better prepare the region to be climate-ready and meet its future water needs.
- In more rural and industrial areas flexible transit options like on-demand service need to be part of the solution.
- Advocates, labor leaders, and real estate developers noted that complete streets investments provide workers more safe and affordable options for accessing job opportunities. In addition to benefiting the region's workforce, complete streets and transit investments benefit the region's youth and aging populations and contribute to reducing GHG emissions.

Digital Divide

- Workforce, philanthropic, and small business stakeholders highlighted that the digital divide is a critical and top priority to address.
- Many stakeholders noted that the digital divide extends beyond broadband infrastructure to also include lack of access to devices and low levels of digital literacy. During the COVID-19 pandemic these presented barriers to workers looking for job opportunities and resources and posed challenges for small businesses seeking out financial assistance and vital online marketplaces.

Other

- To enhance climate infrastructure conversations and for investments to be successful, advocates are eager to see greater multi-agency collaboration (e.g., public works, legal, transportation, sustainability) within and across jurisdictions.
- Considering society is transitioning to increasingly rely on electricity, it is important for policymakers to ensure that low-income communities are not overburdened by high-cost energy.

Focus Area: Sector Based

Growing Middle Wage Jobs

- Subregional partnerships are working to transform low-wage growth sectors into providing higher wage job opportunities. These industries can be shaped and repositioned towards better paying models. This work would benefit from SCAG's role in supporting local efforts and facilitating partnerships.
- The in-home and direct care industry is an example of a high-demand industry that currently pays low wages but has the potential to offer an accessible career pathway with targeted investment and higher job quality standards.
- Employers are frustrated that even when paying a living wage (\$17/hr. for a single individual in Ventura County), their

lowest-earning employees still cannot afford to rent a nearby unit, let alone become homeowners.

- Several stakeholders raised that Southern California needs to reinvest in growing its manufacturing sector.
- Non-governmental partners rely on local governments to be lead partners in pursuing local economic development grants. However, due to limited capacity and divergent priorities within lead local agencies, community-oriented projects to grow industry and economic opportunity are often left with funding gaps.

Regulatory Reforms

- Stakeholders expressed concern that businesses are choosing to relocate or expand their operations outside of California, due to the state's higher taxes, regulatory requirements, and limited incentives.

Entrepreneurship and Small Business Support

- Small, women and minority owned businesses struggle to compete for government contracts, which help facilitate business growth. Along these same lines, examples of anchor institutions that are committing to diversifying and expanding their supply chains can support small, women and minority business success.
- Local chambers and small business assistance providers surfaced the need for diversity-equity-inclusion trainings and resources designed for small businesses to learn about the issues and how they can advance these principles as employers.
- The unique needs and barriers of workers and entrepreneurs in the informal economy are often overlooked when policies and programs are being crafted. In the instances where these individuals are eligible for support and resources, the process to obtain the resources is overly complicated and discouraging.

Agricultural Production

- Some stakeholders stressed the importance of preserving land for agricultural and other conservation purposes, which also affects increased food security, job creation, and general sustainability outcomes. Others expressed concern about the conflict between land preservation and demands for increased housing production and other economic growth needs. SCAG's Connect SoCal plan identified that implementation of identified agricultural conservation strategies could preserve 8,700 more acres of productive agricultural land and generate \$23 million more in agricultural production when compared to "business as usual" strategies.

Focus Area: Human Capital

Childcare

- The pronounced gender disparities in economic participation since the onset of the pandemic have elevated the long-time need for affordable childcare that is financially accessible and available for any family needing it. Workforce practitioners noted the importance of co-locating childcare with adult training and education centers. Employers in the agriculture industry raised that the childcare needs for their workforce are not typically met by providers, in part because the facilities are not open early enough to align with farmworkers' work schedule.

Workforce Development

- More needs to be done to train and connect youth to workforce opportunities, particularly in high-demand industries with workforce gaps.
- Workforce training providers raised that some of the restrictions placed on workforce development funding programs limit how effective a program can be in supporting target populations' access to and success in training programs.
 - Within the context of youth, there is a misalignment in when the funds are needed and when the funds can be used. Currently, youth programs with certain types of grant funding cannot enroll high school students as participants, and instead must wait until the individuals have graduated. Practitioners note that waiting until a student completes high school risks the student becoming disconnected from resources and makes it difficult for trainers to re-engage young people.
 - Workforce funding cannot typically be used for communications, marketing (e.g., radio ads), and awareness-building to recruit participants. These activities are critical for targeting benefits and opportunities to historically marginalized communities.
 - Some funding sources cannot be used for providing support services such as childcare that trainees need for their success during trainings and after their job placement.
- Community advocates and workforce practitioners noted that industry should offer paid internships and other learning experiences for low-income students or those from underrepresented groups (or incentives should be developed in support of this concept). Students from underrepresented backgrounds in the region's growth industries continue to

face barriers to accessing paid internship experiences, which are critical to applying their skills and unlocking future job opportunities. Employers often overlook California State Universities, community colleges, and universities in the Inland Empire as places from which to recruit bright, skilled talent.

- As industries adopt new technologies and practices that support a greener economy, the region should direct attention to developing workforce development programs through relevant educational and training opportunities. Our workforce should be ready for industries of the future.
- Pairing on-going wrap-around services with workforce training and placement programs help participants' longer-term success. Earn and Learn programs offer a promising model to connect people to opportunities in the workforce. Similarly, providing services to address the mental health and mentorship needs of youth is critical to their successful employment and advancement. Programs that incentivize targeted hiring via subsidies, when done well, can create last benefits for businesses and workers.
- New and innovative apprenticeship programs need to be offered for industries outside of the traditional trades.
- Stakeholders called for a greater awareness and understanding of career technical education as a viable alternative to a four-year degree. Community colleges are key in connecting community members to workforce accreditations and can offer important resources for improving the region's workforce readiness to support a greener economy.

Education

- Few programs and partnerships connect students of color to career pathways in real estate development, and generally urban planning and policy. Curriculum can be developed for any level of education to expose children to these careers and create familiarity with the pathways for realizing those careers. This also goes for STEM – exposing students to STEM coursework and career pathways and building students' critical thinking and problem-solving skills are key to readying future generations for jobs and opportunities with economic mobility.
- In general, the importance of a college education must be stressed early on, and access to financial aid, grants and support is required for lower income communities.

Broader Access to Resources

- Awareness and understanding of entrepreneurship pathways and opportunities in growth industries need to be cultivated in underrepresented communities. Incubator and accelerator leaders raised that systemic changes, such as universal healthcare, can reduce the barriers to entry for low-wealth individuals, who are otherwise likelier to seek traditional employment opportunities that offer steady income and healthcare benefits. The lack of key social safety nets stifles our region's innovation and prevents low-income individuals from pursuing wealth-building entrepreneurship opportunities.
- Employers are generally unaware of the various job creation incentives and training programs available to them locally and at the state level. For employers who do know about available programs, the programs are often difficult to access and navigate.
- Tribal communities continue to be overlooked for resources to meet their needs. In addition, greater investment needs to be made in relationship-building with these communities.

Other

- The growing gig economy is transferring the operating expenses, such as basic benefits, from the employer to the employee without ensuring commensurate compensation.
- People who can work remotely can be recruited to work for firms outside the region. This is an opportunity and threat to local employers who must compete for a local workforce, while also having access to a wider talent pool from outside the region.
- Worker voice and union membership contribute to a growing middle class.
- Guaranteed income programs (a targeted version of Universal Basic Income that provides direct and recurring cash payments to eligible families) are gaining traction and seen as a meaningful social safety net for low-income families. In the SCAG region, the mayors of Compton, Long Beach, Los Angeles, and West Hollywood have all joined the Mayors for Guaranteed Income efforts, which advocates for and advances the policy model.
- Little can replace the impact potential of trusted nonprofit and community organizations. Funders saw this most recently take shape in the need to distribute federal relief funding to local stakeholders.

ENDNOTES

- 1** Resilience is defined here as enabling communities to bounce back from acute crises such as forest fires, economic downturns, and pandemics and ongoing struggles such as harmful air quality.
- 2** Sustainability is defined as ensuring the renewal and distribution of resources that promote and increase individual and community health and well-being. There have been varying perspectives on what sustainability is and encompasses. While the term is most commonly associated with environmental aspects, many within policy circles note its origins with the Brundtland Commission in the 1980s (culminating in the 1987 “Our Common Future”, otherwise known as the Brundtland Report), which focused on sustainability broadly (i.e., not just environmentalism). For instance, Campbell’s 1996 article on the contradictions of sustainable development argued that while the three E’s of sustainability - environmental protection, economic development, and social equity - often seem to be at odds with each other, a reconceptualization of social theory and the role of conflict can help address environmental but also importantly social injustice. Similarly, Bullard (2008) traced the relationship between environmentalism, economics, and equity within the context of social and environmental justice. This idea of economic and social sustainability - including the relationship of both to environmental issues and in particular environmental justice - has been particularly underscored by the COVID-19 pandemic and the 2020 racial justice movement, both of which shed harsh light on what many have acknowledged to be long standing structural inequality. References: World Commission on Environment and Development. (1987). *Our Common Future*. Oxford: Oxford University Press; Campbell, Scott. (1996). *Green Cities, Growing Cities, Just Cities?: Urban Planning and the Contradictions of Sustainable Development*, *Journal of the American Planning Association*, 62:3, 296-312, DOI: 10.1080/01944369608975696; Bullard, Robert D. (2008). *Dumping in Dixie: Race, Class, and Environmental Quality*. 3rd Edition. Boulder, CO: Westview Press.
- 3** This is a framework developed by the Center for Social Innovation-UC Riverside in summer 2018, to enable community concerns to be articulated more systematically (through data), more meaningfully (via community narrative), and in service of strategic action.
- 4** See e.g., Fischel, WA. (2004). *An Economic History of Zoning and a Cure for its Exclusionary Effects*. *Urban Studies*. 41(2), 317-340. doi:10.1080/0042098032000165271; Ellickson, Robert C. (1973). *Alternatives to Zoning: Covenants, Nuisance Rules, and Fines as Land Use Controls*. *The University of Chicago Law Review*. 40(4), 681-781. <https://www.jstor.org/stable/1599220>. Payne, J. M. (2006). *The Paradox of Progress: Three Decades of the Mount Laurel Doctrine*. *Journal of Planning History*, 5(2), 126–147. <https://doi.org/10.1177/1538513206286281>
- 5** See e.g., Baum-Snow, N. (2007). *Did Highways Cause Suburbanization?* *The Quarterly Journal of Economics*, 122(2), 775-805. <http://www.jstor.org/stable/25098858>
- 6** See e.g., Cervero, R. (1989). *Jobs-Housing Balancing and Regional Mobility*, *Journal of the American Planning Association*, 55(2), 136-150, DOI: 10.1080/01944368908976014; Levine, J. (1998). *Rethinking Accessibility and Jobs-Housing Balance*, *Journal of the American Planning Association*, 64(2), 133-149, DOI: 10.1080/01944369808975972
- 7** See e.g., Reisner, M. (1993). *Cadillac Desert: The American West and its Disappearing Water*. Penguin Random House.
- 8** See e.g., Rugh, J. S., & Massey, D. S. (2010). *Racial Segregation and the American Foreclosure Crisis*. *American Sociological Review*, 75(5), 629–651. <https://doi.org/10.1177/0003122410380868>
- 9** See e.g., Massey, D.S. (2015). *The Legacy of the 1968 Fair Housing Act*. *Sociological Forum*, 30, 571-588. <https://doi.org/10.1111/socf.12178>
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- 13** Provine, D. M. (2008). *Unequal Under Law: Race in the War on Drugs*. University of Chicago Press.
- 14** For example, child labor in the United States was formally outlawed only in the 1930s.
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- 17** Milkman, R. (2006). *LA story: Immigrant Workers and the Future of the US Labor Movement*. Russell Sage Foundation; De Lara, J. (2018). *Inland shift: Race, Space, and Capital in Southern California*. Univ of California Press.
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scag.ca.gov



Southern California Association of Governments
Remote Participation Only
July 1, 2021

NO. 633
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JUNE 3, 2021

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 of the Southern California Association of Governments (SCAG) held its special meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20. 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 |
| Hon. Rex Richardson, Imm. Past President | <i>Long Beach</i> | District 29 |
| Supervisor Luis Plancarte | | Imperial County |
| Supervisor Holly Mitchell | | 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. Tim Shaw | | OCTA |
| 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 |



Members Present – continued

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. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
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. Michael Carroll	<i>Irvine</i>	District 14
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. Kim Nguyen	<i>Garden Grove</i>	District 18
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. José Luis Solache	<i>Lynwood</i>	District 26
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. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
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. Juan Carrillo	<i>Palmdale</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. David Pollock	<i>Moorpark</i>	District 46
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66



Members Present - continued

Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Magana	<i>Perris</i>	District 69
Mr. Randall Lewis	<i>Business Representative</i>	Ex-Officio Member

Members Not Present

Supervisor Kathryn Barger		Los Angeles County
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Paula Devine	<i>Glendale</i>	District 42
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Lorrie Brown	<i>Ventura</i>	District 47
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Mark Ridley-Thomas	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Michael Posey	<i>Huntington Beach</i>	District 64
Hon. Eric Garcetti	<i>Los Angeles</i>	Member-at-Large

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 Flores, Human Resources Director
Javiera Cartagena, Acting Director of Policy and Public Affairs
Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services
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 Ray Marquez, Chino Hills, District 10, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Lorimore opened the Public Comment Period, and he outlined instructions for public comments.

Board Counsel Ruben Duran stated that there were no written public comments received by email after the deadline.

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.

ACTION ITEMS

1. 2021 SCAG Scholarship Program

Scholarship Committee Chair Cheryl Viegas-Walker, El Centro, District 1, suggested that in the interest of time, rather than go through a roll call vote twice, she would like to provide a report and then just add Agenda Item 1 with the Consent Calendar. She reported that there was a total of 75 applicants from throughout the SCAG region. She thanked the Committee members, especially Mr. Randall Lewis, Ms. So-Ra Baek, and Dr. James Moore. She explained that at the time that they came together as a Scholarship Committee to award the scholarships, there was still uncertainty as to whether the California Transportation Foundation (CTF) would fund one or two scholarships. She indicated that Dr. Moore personally made the commitment that if CTF did not fund the second scholarship that he would personally put up \$4,000 and merited a standing ovation for that. She



asked if staff could confirm if there would be press releases issued to each of the counties identifying SCAG was awarding scholarships. She stated it was a remarkable job by the committee and was grateful for the opportunity to chair that Committee.

Regional Councilmember Margaret Finlay, Duarte, District 35, expressed that in the future she would like to see the process for the Scholarship Committee started in February or March, and for SCAG to get name recognition on this cause. She suggested perhaps presenting the scholarships at a breakfast or dinner event in each county.

Executive Director Kome Ajise thanked Chair Viegas-Walker for the work they did on the Scholarship Committee and confirmed that the CTF Board voted unanimously to fund both scholarships.

President Lorimore reported that the EAC members, the day before, voted to recommend approval of Item 6 on the Regional Council agenda, with a modification to substitute the identified legal firm listed under the subconsultants with another firm to be selected and not to exceed the identified cost.

The Regional Council combined the votes for Agenda Item No. 1 and the Consent Calendar, as noted below.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – May 6, 2021
3. Approval of Additional Stipend Payments
4. Proposed Amendments to the Regional Council Policy Manual Relating to Teleconferenced Meetings
5. Contracts Amendment \$75,000 or Greater: Contract No. 18-028-C01, Regional Transportation Plan (RTP) Implementation and Technical Assistance Services, Amendment No. 5
6. Contracts \$200,000 or Greater: Contract No. 21-042-C01, Los Angeles Department of Transportation (LADOT) Senate Bill 743 (SB 743) Vehicle Miles Traveled (VMT) Mitigation Assistance Program
7. Contracts \$200,000 or Greater: Contract No. 21-044-C01, Curb Space Management Study

8. Regional Transit Safety Target Setting
9. Transfer of Regional Housing Needs Assessment (RHNA) Units from County of Orange to City of Santa Ana

Receive and File

10. Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter
11. June 2021 State & Federal Legislative Update
12. CalEnviroScreen 4.0 Overview
13. Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 - \$74,999
14. CFO Monthly Report

A MOTION was made (Navarro) to approve Agenda Item No. 1, the Scholarship Committee recommendations for the 2021 SCAG Scholarship Program Award, and Consent Calendar, Item No.s 2 through 9; Receive and File Item No.s 10 through 14. Motion was SECONDED (Solache). The motion passed by the following roll call votes:

AYES: ALLEN, ANDRADE-STADLER, ASHTON, BACERRA, BECERRA, BEAMAN JACINTO, BENOIT, BOYLES, A. BROWN, BUCKNUM, CARRILLO, CARROLL, CLARK, DE RUSE, DIXON, FINLAY, FISCH, GAZELEY, HAGMAN, HAMADA, HARNIK, HENDERSON, HUANG, JUDGE, KALMICK, KELLY, LOCK DAWSON, LORIMORE, MAGANA, MANOS, J. MARQUEZ, R. MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MITCHELL, NAVA-FROELICH, NAVARRO, NGUYEN, O'NEIL, PLANCARTE, POLLOCK, PUTZ, RAMIREZ, RICHARDSON, ROBERTSON, SANTOS, SCHWANK, SHAPIRO, SHAW, SIMONOFF, SOLACHE, SPIEGEL, VIEGAS-WALKER, WAGNER, WAPNER and YOKOYAMA (58)

NOES: NONE (0)

ABSTAIN: MINAGAR (Agenda Item No. 2) (1)

BUSINESS REPORT

Mr. Randall Lewis, Business Representative reported it is going to be a boom year according to all indications and alluded to everyone thinking that we are going to have an accelerated recovery. He reported the housing market continued to be crazy, especially in terms of western Inland Empire. He noted that the Orange County Register had a story indicating that houses in Southern California were going up \$1 every 2 minutes. He expressed that when you start measuring appreciation by the minute in Southern California, you knew something was wrong. On the supply side of the delivery sites, he reported there was still a lot of problems and lumber continued at record highs. He stated it was still over \$30,000 a house, more than building a typical house two years ago, and a lot of materials that were over 100%. He reported the other thing that was going on was interest rates were beginning to go up, even though they were still a phenomenal bargain, but when they go up over 3.1 or 3.2 it really has a big impact. For those with hotels in their cities, he suggested they do everything they can to support the efforts of those operators as the market was going to be strong. In terms of restaurants, he stated there was a lot of opportunities to do outdoor dining, and suggested cities take the chance to plan progressively to allow for outdoor dining, even at the expense of some parking in some cases. He really urged cities to look at this with their planning staff as people were eating out more, which would bring even more tax dollars to their community. He reported most economists were saying that we are going to have inflation, and we were seeing it on wages, oil prices, lumber, and other materials. He stated economists were reporting it as short term and that once we get into some supply chain issues the inflation would not be an issue. He expressed that he thought some of those economists were mistaken and inflation would continue for a while. He also reported on the number of single-family houses that were being built as rentals. He stated banking institutions nationally were either buying single family houses or partnering with home builders to build purpose-built single-family houses. Lastly, he indicated that California has not been a state for manufacturing in the last decade or so, and his sense was they were going to see some manufacturing come back to California. He stated that a lot of the businesses that offshored manufacturing because it was cheaper, can still do it, but he was hearing from a lot of companies that maybe those short-term gains were getting a slightly better price and were outweighed by supply chain uncertainty.

PRESIDENT'S REPORT

President Lorimore welcomed incoming Regional Councilmember Marsha McLean, Santa Clarita, District 67. He announced the following Policy Committee Presidential appointments: John Marish to CEHD, Jesus Silva to EEC, Christian Horvath to TC, Jess Talamantes to TC, and Jeremy Smith to TC. He announced the LCMC appointments: Alan Wapner as Chair, Peggy Huang as Vice Chair, Sean Ashton, Curt Hagman, Margaret Finlay, Jan Harnik, Jose Luis Solache, Ray Marquez, Frank Navarro, Letitia Clark, David Pollock, Steve Manos, Deborah Robertson, Ali Saleh, Cheryl Viegas-Walker, and Donald Wagner. With respect to the Audit Committee appointments, he indicated that the Committee was getting a little bit large, and the intent was to narrow it down and create more ownership from the Committee members. He reported there would be one member from each

county, with second Vice President Carmen Ramirez (Ventura County) chairing the Committee. He announced the Audit Committee members: Cheryl Viegas-Walker from Imperial County, Edward Wilson from Los Angeles County, Marty Simonoff from Orange County, Steve Manos from Riverside County, and Alan Wapner from San Bernardino County.

He also reported that considering the June 15th reopening, staff was preparing for a return to in-person Regional Council and committee meetings and that it was anticipated that the first day of in-person meetings would be September 2 with a hybrid approach, meaning both in-person and remote video/videoconferencing participation. He stated additional details on this would be forthcoming to assist the Regional Councilmembers in their planning. Lastly, he reported the next meeting of the Regional Council meeting would be held on Thursday July 1 at 12:30 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Kome Ajise announced that staff was back in the office with some voluntary returns and that a third of the staff was working through different days of the week in the office. He indicated they were beginning to see some reporting out of the 2020 Census and one of the indications that they saw in the census was that California grew by about 6.1% in the 2010's, but slightly below the U.S. growth rate of 7.4%. He stated that during the year 2020, the state and SCAG lost about half of a percent of its population, attributable to the pandemic in some way. He reported the region managed to grow its housing stock by 0.7%, which was a lot better than what we had in 2019. He stated we had great opportunities to look more closely at long term sustainability and equity in our communities here in Southern California.

Lastly, he reported SCAG would be hosting the 32nd annual SCAG-USC Demographic workshop, which would again take place over two afternoons over ZOOM, on Tuesday June 8th and Tuesday June 15th. He indicated the theme for this year was the post pandemic city and that day one would feature a demographic checkup panel, which would dive into results from the 2020 Census and information on migration and population change, in addition to a collaborative panel with the USC's Schaeffer Center for Health Policy and Economics discussing the unequal impacts of COVID-19. Day two would include a keynote address by Tiffany Chu, founder of REMIX, and a panel on the future of the workforce, transportation, and housing. He further stated that each day would end with three roundtables for participants to learn more and sharpen their skills, and that this year's workshops would provide some insight as we launch into our 2024 Regional Plan.

FUTURE AGENDA ITEM/S

There were no additional future agenda items requested.

ANNOUNCEMENT/S

Regional Councilmember Mark Henderson, Gardena, District 28, asked for an update on the Racial Equity Committee because he wanted to make sure they do not lose sight of where they are going with it. Executive Director Ajise stated they were not losing sight of it and that the Regional Council took an action, and they had the early action plan. He indicated they would now work on how those strategies are being implemented and would bring them forward at either the Policy Committees or the Regional Council.

Patricia Lock Dawson asked for a presentation on the state budget and its implications for their regions. Executive Director Ajise stated staff could comeback with their take on how the budget affects them. Regional Councilmember Lock-Dawson stated there were some agreements made this week in the Senate and Assembly leadership regarding homelessness funding and its implication for affordable housing and thought it would be great to hear staff give their interpretation of what they think the implications would be.

President Lorimore stated they had several leaders in the immediate area of the Inland Empire that had recently passed away and shared their names and hoped that they could adjourn this meeting in their memory. Longtime Councilmember, Kathy Acevedo from the city of Norco, which was a huge loss to the community. He stated she had an ongoing fight with cancer and fought until the end. Also, close friend and mentor, Don Galleano, a personality larger than life, director of Western Municipal Water District and Metropolitan Water District. Lastly, Councilmember for the city of Eastvale, Ike Bootsma, who served more times as mayor in the history than anybody else in the city of Eastvale.

Regional Councilmember Karen Spiegel, Riverside County, reported the loss of Jordan Ehrenkranz from the city of Canyon Lake, who also served on SCAG's committees over the years. She indicated this weekend would be the celebration of life of the last female county supervisor. She stated representation was important and their job was to always mentor to replace themselves, and to make sure that their seats are with people that they have worked with, trained, and mentored. She stated SCAG was a great place to bring people to get an idea of what it is like in Southern California.

Regional Councilmember Alan Wapner, SBCTA, stated it was unfortunate to add to list but wanted to also acknowledge the passing of the San Bernardino County Sheriff's Sergeant who was killed last week and the Los Angeles County firefighter.



ADJOURNMENT

President Lorimore adjourned the Regional Council meeting at 1:17 p.m. in memory of those individuals that were mentioned and those that they lost during this past year.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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 Regional Councilmember Alan D. Wapner, SBCTA.

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 Regional Councilmember Alan D. Wapner, SBCTA.

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 May 2021, Regional Councilmember Alan D. Wapner, SBCTA, attended the following event for SCAG, which will count towards his 9th and 10th stipend requests:

No.	Meeting Date	Meeting Name
9 th	May 19	APTA Leg. Conf.
10 th	May 27	APTA Pub. Safety Spotlight



FISCAL IMPACT:

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



**AGENDA ITEM 4
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 21-017-C01, Supporting
Infrastructure for Zero Emission Heavy Duty Vehicles

RECOMMENDED ACTION:

Approve Contract No. 21-017-C01 in an amount not to exceed \$1,134,726 with Gladstein, Neandross & Associates, LLC to initiate a planning study to help envision a regional network of zero emission charging and fueling infrastructure. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The consultant will support the development of zero emission charging and fueling infrastructure by helping to better understand what is needed, where, how to go about it, the roles of critical stakeholders, and how to create a regional action plan to develop it. Up to 10 sites will be selected to provide a closer look at the needs of deploying an individual station.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Gladstein, Neandross, & Associates, LLC. (21-017-C01)	This study will support the development of this infrastructure by helping to better understand what is needed, where, how to go about it, the roles of critical stakeholders, and how to create a regional action plan to develop it. Up to 10 sites will be selected to provide a closer look at the needs of deploying an individual station.	\$1,134,726



FISCAL IMPACT:

Funding of \$593,000 is available in the Fiscal Year (FY) 2021-2022 Overall Work Program (OWP) in Project Number 130-0162B.18.

ATTACHMENT(S):

1. Contract Summary 21-017-C01
2. Contract Summary 21-017-C01 COI

CONSULTANT CONTRACT NO. 21-017-C01

Recommended Consultant:

Gladstein, Neandross & Associates, LLC

Background & Scope of Work:

SCAG is about to initiate a planning study to help envision a regional network of zero emission charging and fueling infrastructure. This study will create a phased blueprint and action plan towards realizing this goal, and answer key questions about how stations in the region may operate to serve different truck markets and business functions. Though convened by SCAG, this study will be guided by a Technical Advisory Committee of key stakeholders, who will ultimately be instrumental in implementing this plan. Details related to the quantity, distribution and characteristics of charging and fueling stations will be quantified to the extent possible to help visualize and plan for infrastructure needs and investments.

In light of regional and state goals and mandates to improve regional air quality and reduce GHG emissions, Connect So Cal, the region’s 2020 Regional Transportation Plan and Sustainable Communities Strategy, includes a technology advancement plan for the regional goods movement system, as well as action steps to be taken by SCAG and our regional partners. This includes a focus on the long-term goal of a zero emission goods movement system where technically feasible and economically viable, while also integrating near-zero emissions technologies that serve as bridging options to continue to reduce emissions below current levels.

This study will support the development of this infrastructure by helping to better understand what is needed, where, how to go about it, the roles of critical stakeholders, and to create a regional action plan to develop it. Up to 10 sites will be selected to provide a closer look at the needs of deploying an individual station.

Project’s Benefits & Key Deliverables:

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

1. Determining the demand for stations based on truck market operational characteristics and travel behavior and assessing the potential supply of land for stations;
2. Planning the distribution of future stations throughout the region based on a variety of factors, (travel demand, need for public, private, and privately accessible stations, power and fueling supply, potential impacts to surrounding communities, and other factors to yet to be determined);
3. A micro-level site assessment for roughly 10 stations to understand the factors to get one up and running; and
4. A regional action plan supported by participating stakeholders showing the extent of the needed infrastructure and a sequence for phased development and recommendations that partners can take to facilitate the goal of a regional charging and fueling network.

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

\$1,134,726

Gladstein, Neandross & Associates, LLC (prime consultant)	\$699,550
Iteris (subconsultant)	\$137,474
Willdan Engineering (subconsultant)	\$32,678
Willdan Energy Solutions(subconsultant)	\$54,792
Willdan 360 (subconsultant)	\$25,314
Willdan E3 (subconsultant)	\$37,212
Casamar Group, LLC	\$147,706

Contract Period: Notice to Proceed through August 31, 2023

Project Number(s): 130-0162B.18 \$1,134,726

Funding source: Federal Transit Administration, Section 5303 (FTA 5303)

Funding of \$400,000 is available in the FY 2021-22 budget, and the remaining \$734,726 is expected to be available in the FY 2022-23 budget in Project Number 130—0162.18, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 3,020 firms of the release of RFP 21-017-C01 via SCAG’s Solicitation Management System website. A total of 59 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

Gladstein, Neandross & Associates, LLC (63 subconsultants)	\$1,134,726
CPCS Transcom, Inc. – (3 subconsultants)	\$498,705
Arcadis U.S. Inc. – (3 subconsultants)	\$763,215
OJI Califco Consortium Inc.- (1subconsultant)	\$843,492
Guidehouse Inc. (1 subconsultant)	\$876,437
Cambridge Systematic, Inc. (4 subconsultants)	\$1,155,632

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the four (4) highest ranked offerors.

The PRC consisted of the following individuals:

Alison Linder, (Project Manager), Senior Regional Planner, SCAG
Morgan Caswell, Manager of Air Quality Practices, Port of Long Beach
Annie Nam, Manager of Goods Movement and Transportation Finance, SCAG
James Shankel, Senior Freight Planning Specialist, Caltrans

Basis for Selection: The PRC recommended Gladstein, Neandross & Associates, LLC for the contract award because the consultant:

- Demonstrated the best understanding of the project, specifically, the importance of pulling critical stakeholders together to support and contribute to the work of the study, and a focus on ultimate implementation. The goal for this study is that it creates a robust roadmap to implementation/installation of the zero emission infrastructure needed to support regional medium and heavy duty trucks. This will require the buy in of many public and private

stakeholders throughout the region. Knowledge of this need was demonstrated through proposing an iterative outreach process with specific reference to critical stakeholders;

- Provided a sound technical approach that integrated in-depth engagement with freight industry stakeholders to obtain input needed for technical analyses. Their outreach approach focused on both communicating our work and pulling input from appropriate stakeholders; and
- Demonstrated the most experience with evaluation and implementation of zero emission technologies for medium and heavy duty trucks.

Out of six (6) firms that proposed, four were interviewed. Of those interviewed, two firms had a lower price than the selected firm. The PRC did not recommend these firm(s) for contract award because these firm(s):

- Did not clearly demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work;
- Did not demonstrate a level of experience and familiarity with the material equivalent with the selected firm. Compared to lower priced firms, the selected firm had the most experience and knowledge of electrification and application of zero emission technologies in the freight sector. They also had knowledge of goods movement operations, particularly for medium and heavy-duty trucks. The unselected lower priced firms had experience with electrification of other modes such as passenger and transit, but lacked expertise with electrification of medium and heavy duty trucks. Additionally, they demonstrated less knowledge about goods movement operations in southern California than the selected firm. In addition to a review of their credentials, resumes, and provided list of relevant experiences, this was demonstrated by lacking references to other ongoing regional zero emission efforts for medium and heavy duty trucks, and lacking references to key stakeholders that would need to be included in the outreach process; and
- Did not propose a technical approach that fully met the RFP scope. The data sources proposed by these firms were less robust and comprehensive than that of the selected firm. A model will be created in this study and will require data from several sources in order to deliver the best results. The selected firm demonstrated more knowledge of the options available and an ability to integrate data from multiple sources.

**Conflict of Interest (COI) Form - Attachment
For July 1, 2021 Regional Council Approval**

Approve Contract No. 21-017-C01 in an amount not to exceed \$1,134,726 with Gladstein, Neandross & Associates, LLC to initiate a planning study to help envision a regional network of zero emission charging and fueling infrastructure. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Gladstein, Neandross & Associates, LLC (prime consultant)	No - form attached
Iteris, Inc. (subconsultant)	No - form attached
Willdan Engineering Willdan Energy Solutions Willdan 360 Willdan E3	No - form attached
Casamar Group, LLC (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-017

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: Gladstein, Neandross & Associates, LLC
Name of Preparer: Erik Neandross
Project Title: Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study
RFP Number: (RFP) No. 21-017 **Date Submitted:** 11/16/2020

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:

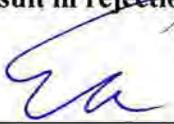
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) Erik Neandross, hereby declare that I am the (position or title) Chief Executive Officer of (firm name) Gladstein, Neandross & Associates, LLC, 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 11/15/2020 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.


11/14/2020

 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-017

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

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

Name of Firm: Iteris, Inc.

Name of Preparer: Ramin Massoumi, PE

Project Title: Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study

RFP Number: (RFP) No. 21-017 **Date Submitted:** November 10, 2020

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) Ramin Massoumi, **hereby declare that I am the (position or title)** Senior Vice President & General Manager **of (firm name)** Iteris, Inc., **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated November 10, 2020 **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.****



Signature of Person Certifying for Proposer
(original signature required)

November 10, 2020
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.

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-017

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

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

Name of Firm: Willdan Energy Solutions

Name of Preparer: Jonathon W. Stage

Project Title: Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study

RFP Number: No. 21-017 **Date Submitted:** November 16, 2020

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:

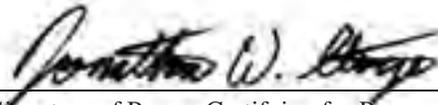
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

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) Jonathon W. Stage, hereby declare that I am the (position or title) Vice President of (firm name) Willdan Energy Solutions, 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 November 9, 2020 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.



 Signature of Person Certifying for Proposer
 (original signature required)

November 9, 2020

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.

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-017

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

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

Name of Firm: Casamar Group, LLC

Name of Preparer: Joe Garcia, P.E.

Project Title: SCAG - Zero Emissions Truck Study

RFP Number: 21-017 **Date Submitted:** 11/11/2020

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) Joseph John Garcia, **hereby declare that I am the (position or title)** Principal **of (firm name)** Casamar Group, LLC, **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 11/11/2020 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****


Digitally signed by Joe Garcia
 DN: l=Newhall, st=CA, c=US,
 o=Casamar Group, LLC,
 cn=Joe Garcia
 Date: 2020.11.11 13:50:20
 08'00'

 Signature of Person Certifying for Proposer
 (original signature required)

11/11/2020

 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 5
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 22-005-C01, Information
Technology Research and Advisory Services

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Contract No. 22-005-C01 in an amount not to exceed \$257,738, with Gartner, Inc., to provide industry leading Information Technology (IT) research and advisory services for three-years (September 1, 2021 – August 31, 2024). Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As technology and IT security is an ever-changing landscape, SCAG IT strives to modernize and provide world class services to the agency and region in IT infrastructure, Cybersecurity, Application Development, and IT Operations. To that end, the Enterprise IT leaders Research and IT Leaders Advisory Services support from Gartner will provide additional capacity, best practice knowledge, and research depth to guide our processes and support our evolving IT environment.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Gartner, Inc. (22-005-C01)	This contract includes research and advisory services through Gartner consultants.	\$257,738

FISCAL IMPACT:



Funding of \$83,800 is available in the FY 2021-22 Indirect Cost Program budget, and the remaining \$173,938 is expected to be available in the FY 2022-23 and FY 2023-2024 budgets in Project Number 811-1163.08, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-005-C01
2. Contract Summary 22-005-C01 COI

CONSULTANT CONTRACT NO. 22-005-C01

Recommended Consultant:

Gartner, Inc.

Background & Scope of Work:

As technology and IT security is an ever-changing landscape, SCAG IT strives to modernize and provide world class services to the agency and region in IT infrastructure, Cybersecurity, Application Development, and IT Operations. To that end, the Enterprise IT leaders Research and IT Leaders Advisory Services support from Gartner will provide additional capacity, best practice knowledge, and research depth to guide our processes and support our evolving IT environment. The contract will be for three-years (September 1, 2021 – August 31, 2024).

Project’s Benefits & Key Deliverables:

The project’s benefits and key deliverables include but are not limited to the consultant providing industry leading research and advisory services.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective F. 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:

\$257,738

Contract Period:

September 1, 2021 through August 31, 2024

Project Number(s):

811-1163.08 \$257,738

Funding source(s): Indirect Cost Program

Funding of \$83,800 is available in the FY 2021-22 Indirect Cost Program budget, and the remaining \$173,938 is expected to be available in the FY 2022-23 and FY 2023-2024 budgets in Project Number 811-1163.08, 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 County of Ventura and Gartner, Inc. (Contract #7914) that was competitively procured.

SCAG has vetted County of Ventura Contract Number 7914 (MSA) with Gartner, Inc. for Gartner Enterprise for IT Leaders Research and IT Leaders Advisory Services.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 22-005-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: Gartner, Inc.
Name of Preparer: _____
Project Title: _____
Date Submitted: June 22, 2021

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) **Karoline Bonacci**, hereby declare that I am the (position or title) **VP, Contracts** of (firm name) **Gartner, Inc.**, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated **June 22, 2021** 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.



Signature of Person Certifying for Proposer
(original signature required)

June 22, 2021

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 6
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 22-007-C01, Primary
Internet Connections

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Contract No. 22-007-C01, in an amount not to exceed \$315,270, with Switch Communications, LLC, to provide network connections from multiple network data service providers, including redundant connections, for the Los Angeles office, regional offices and data centers for three (3) years. These newly acquired providers will ensure SCAG's servers, enterprise services, and core data will be available to serve SCAG staff, constituents, and partners.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

After evaluation of SCAG's current network infrastructure, staff recommends to update the existing network data service providers to ensure more reliable system uptime and performance. SCAG is undergoing an infrastructure refresh that includes newly acquired servers, network equipment, software, and primary and disaster recovery data center services. The reliable network interconnectivity of these systems and services is critical to ensuring that SCAG's core data, enterprise systems and infrastructure are available to reliably serve SCAG staff, constituents and partners.

BACKGROUND:

Staff recommends executing the following contract greater than \$200,000:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Switch Communications, LLC	The consultant will provide network connections from multiple network data service providers, including redundant	\$315,270



(22-007-C01)

connections.

FISCAL IMPACT:

Funding of \$111,306 is available in the FY 2021-22 Indirect Cost Program in Project Number 811.1163.08. Funding for subsequent fiscal years through FY 2023-24 will be included in Project 811.1163.08, subject to budget availability.

ATTACHMENT(S):

1. Contract Summary 22-007-C01
2. Contract Summay 22-007-C01 COI

CONSULTANT CONTRACT NO. 22-007-C01

Recommended Consultant:	Switch Communications, LLC				
Background & Scope of Work:	<p>After evaluation of SCAG’s current network communications infrastructure, staff recommends to update the existing network data service providers to ensure more reliable system uptime and performance. SCAG is undergoing an infrastructure refresh that includes newly acquired servers, network equipment, software, primary and disaster recovery data center services. The reliable network interconnectivity of these systems and services is critical to ensuring that SCAG’s core data, enterprise systems and infrastructure are available to reliably serve SCAG staff, constituents and partners.</p> <p>The new network services providers will provide internet connectivity, including redundant connections, for the Los Angeles office, Regional offices and data centers.</p>				
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none">• Network design that will provide reliable system uptime, and performance;• Business continuity in the event of a disaster; and• Ensuring that SCAG’s core data, enterprise systems and infrastructure are available to reliably serve SCAG staff, constituents and partners.				
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region; Objective: Model best practices by prioritizing continuous improvement and technical innovations through the adoption of interactive, automated, and state-of-the-art information tools and technologies.				
Contract Amount:	<table border="0" style="width: 100%;"><tr><td style="width: 60%;">Total not-to-exceed</td><td style="text-align: right;">\$315,270</td></tr><tr><td>Switch Communications, LLC</td><td></td></tr></table>	Total not-to-exceed	\$315,270	Switch Communications, LLC	
Total not-to-exceed	\$315,270				
Switch Communications, LLC					
Contract Period:	Notice to Proceed through June 30, 2024				
Project Number:	811.1163.08 \$111,306 Funding source: Indirect Cost Program				
	Funding of \$111,306 is available in the FY 2021-22 Overall Work Program (OWP) in Project Number 811.1163.08. Funding for subsequent fiscal years through FY 2023-24 will be included in Project 811.1163.08, 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 Los Angeles Department of Water and Power (LADWP) & Switch Communications, Contract No. GS-35Fk-0510V, that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.				

Attachment: Contract Summary 22-007-C01 (Contracts \$200,000 or Greater: Contract No. 22-007-C01, Primary Internet Connections)

The network services providers will provide internet connectivity, including redundant connections, for the Los Angeles office, regional offices, and data centers. These newly acquired providers will ensure SCAG's servers, enterprise services, and core data will be available to serve SCAG staff, constituents, and partners.

**Conflict of Interest (COI) Form - Attachment
For July 1, 2021 Regional Council Approval**

Approve Contract No. 22-007-C01, in the amount not to exceed \$315,270, with Switch Communications, LLC, to provide network connections from multiple network data service providers, including redundant connections, for the Los Angeles office, regional offices and data centers for three (3) years. These newly acquired providers will ensure SCAG's servers, enterprise services, and core data will be available to serve SCAG staff, constituents, and partners.

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)?
Switch Communications, LLC (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No.

22-007-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: Switch

Name of Preparer: Shannon Bischel

Project Title: 2021 Renewal

Date Submitted: February 2, 2021

SECTION II: QUESTIONS

- 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 X 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
------	------------------------------

Attachment: Contract Summary 22-007-C01 COI (Contracts \$200,000 or Greater: Contract No. 22-007-C01, Primary Internet Connections)

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

Subject to the Important Note below, I, (printed full name) Missy Young, hereby declare that I am the (position or title) Chief Information Officer of (firm name) Switch, 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 February 2, 2021 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. This declaration is subject to the Important Note below.

Missy Young _____ 2/2/2021 | 15:32 PST _____
 Signature of Person Certifying for Proposer Date
 (original signature required)



Legal: kt

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.

IMPORTANT NOTE: Switch is a publicly traded company on the NYSE (SWCH) with over 750 employees. As such, this form has been completed based on current actual knowledge, not any implied, imputed or constructive knowledge, without any independent investigation or inquiry having been made.



**AGENDA ITEM 7
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

Subject: Contracts Amendment Greater Than \$75,000 and Greater Than 30% of
the Contract's Original Value: Contract No. 19-006-C01, Amendment 6,
OnBase Maintenance and Support Licenses

RECOMMENDED ACTION:

Approve Amendment No. 6 to Contract No. 19-006-C01 in an amount not to exceed \$46,222, with Konica Minolta Business Solutions, U.S.A., Inc., to extend SCAG's existing OnBase software licenses an additional year. 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 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

On July 19, 2018, SCAG awarded Contract No. 19-006-C01 to Konica Minolta Business Solutions, U.S.A., Inc. to provide OnBase Software licenses, a platform staff uses for its records management needs, for three (3) years. Staff requests Amendment 6 due to COVID-19 related impacts on the project.

This amendment when combined with a previous amendment exceeds \$75,000 and is greater than 30% of the original contract 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 that exceeds \$75,000 and is greater than 30% of the original contract value:

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Contract Amount</u>
Konica Minolta	The consultant shall provide OnBase Software	\$46,222



Business
Solutions,
U.S.A., Inc., Inc.
(19-006-C01)

licenses for and additional year to give staff
enough time to assess future records
management needs.

FISCAL IMPACT:

Funding of \$46,222 is available in the FY 2021-22 Indirect Cost Program in Project Number 811.1163.03.

ATTACHMENT(S):

1. Contract Summary 19-006-C01 Amendment 6
2. Contract Summary 19-006-C01 Amendment 6 COI

CONSULTANT CONTRACT NO. 19-006-C01 AMENDMENT 6

Consultant: Konica Minolta Business Solutions, U.S.A., Inc.

Background & Scope of Work: On July 19, 2018 SCAG awarded Contract No. 19-006-C01 to Konica Minolta Business Solutions, U.S.A., Inc. to provide OnBase Software licenses, a platform staff uses for its records management needs, for three (3) years. Staff requests Amendment 6 due to COVID-19 related impacts on the project. The extension will also help to ensure SCAG will continue to benefit from the improved content management efficiency that the OnBase single enterprise information platform provides.

Amendment 6 increases the contract value from 169,004 to \$215226 (\$46,222).

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

- Improving efficiency by enhancing management of board reports; and
- Enhancing electronic content management systems in support of remote telework for disaster recovery and business resumption.

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

Amendment Amount:	Amendment 6	\$46,222
	Amendment 5 (administrative- no change to contract’s value)	\$0
	Amendment 4	\$39,000
	Amendment 3 (administrative- no change to contract’s value)	\$0
	Amendment 2 (administrative - no change to contract’s value)	\$0
	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$130,004</u>
	Total contract value is not to exceed	\$215,226

This amendment when combined with a previous amendment exceeds \$75,000 as well as 30% of the original contract value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it requires the Regional Council’s approval

Contract Period: July 18, 2018 through June 30, 2022

Project Number: 811-1163.03 \$46,222
 Funding source: Indirect Cost
 Funding of \$46,222 is available in the FY 2021-2021 budget.

Basis for the Amendment: 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 Konica Minolta Business Solutions, U.S.A., Inc. (NJPA Contract No. # 083116-KON) that was competitively procured. This MSA was amended on November 12, 2019 to extend

Attachment: Contract Summary 19-006-C01 Amendment 6 (Contracts Amendment Greater Than 30% of the Contract’s Original Value)

the term through October 19, 2021. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing. The consultant shall provide OnBase Software maintenance and support for and additional year to give staff enough time to assess future records management needs.

**Conflict Of Interest (COI) Form - Attachment
For July 1, 2021 Regional Council Approval**

Approve Amendment No. 6 to Contract No. 19-006-C01 in an amount not to exceed \$46,222, with Konica Minolta Business Solutions, U.S.A., Inc., to extend SCAG's existing OnBase software licenses an additional year. 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)?
Konica Minolta (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 19-006-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: Konica Minolta Business Solutions U.S.A., Inc.

Name of Preparer: Robert Willis

Project Title: Hyland OnBase yearly maintenance renewal

Date Submitted: 6/23/2021

SECTION II: QUESTIONS

- 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
_____	_____
_____	_____
_____	_____
_____	_____

Attachment: Contract Summary 19-006-C01 Amendment 6 COI (Contracts Amendment Greater Than 30% of the Contract's Original Value)

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) Stephen F. Herbes, hereby declare that I am the (position or title) VP and General Counsel of (firm name) Konica Minolta Business Solutions U.S.A., Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 6/23/2021 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.

DocuSigned by:


Signature of Person Certifying for Proposer
(original signature required)

6/23/2021

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.

Attachment: Contract Summary 19-006-C01 Amendment 6 COI (Contracts Amendment Greater Than 30% of the Contract's Original Value)



**AGENDA ITEM 8
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

Subject: Amendment \$75,000 or Greater or 30% or more of the Original Contract's
Value: Contract No. 17-024-C1 Amendment 10, High Quality Transit Area
(HQTA) Analysis

RECOMMENDED ACTION:

Approve Amendment No. 10 to Contract No. 17-024-C with Gruen Associates, in an amount not to exceed \$13,717 increasing the contract value from \$368,308 to \$382,025 to enable the consultant to continue to provide services to the City of San Clemente. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On June 14, 2017, SCAG awarded Contract 17-024-C1 to Gruen Associates to plan five (5) High Quality Transit Area (HQTA) corridor pilot projects that reflect integrated planning principles and help implement the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), for El Monte, Riverside, San Bernardino, Oxnard, and Santa Clarita. SCAG subsequently received additional grant funding, and added a sixth city, San Clemente, to the HQTA pilot projects on February 20, 2019. Staff request Amendment No. 10 due to COVID-19 related impacts on the pilot projects, which created unexpected delays in completing the tasks listed in the scope of work. Due to the pandemic, public workshops and outreach have needed to be redesigned for a virtual environment.

This amendment when combined with a previous amendment exceeds \$75,000, as well as 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 that when combined with a previous Amendment exceeds \$75,000 and is more than 30% of the contract's original value:

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Gruen Associates (17-024-C1)	This amendment will enable the consultant to continue to provide services to the City of San Clemente	\$13,717

FISCAL IMPACT:

Funding of \$13,717 is available in the FY 2021-2022 Overall Work Program (OWP) budget in Project Number 290-4852U7.01 and 290-4852E.01.

ATTACHMENT(S):

1. Contract Summary 17-024-C01 Amendment 10
2. Contract Summary 17-024-C01 Amendment 10 COI

CONSULTANT CONTRACT NO. 17-024-C1 AMENDMENT NO. 10

Consultant: Gruen Associates

Background & Scope of Work: On June 14, 2017, SCAG awarded Contract 17-024-C1 to Gruen Associates to plan five (5) High Quality Transit Area (HQTA) corridor pilot projects that reflect integrated planning principles and help implement the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), for El Monte, Riverside, San Bernardino, Oxnard and Santa Clarita. The HQTA pilot project is valued by cities because it provides them with financial resources and technical assistance with preparing transit and land use plans for their city.

On February 20, 2019, staff amended the contract (via Amendment No. 4) because staff received additional grant funding, and add a sixth city, San Clemente, to the HQTA pilot project.

Amendment No. 10 provides additional funding to enable the consultant to provide additional services and increases the contract value from \$368,308 to \$382,025 (\$13,717). This increase is due to COVID-19 related impacts, which created unexpected delays in completing the tasks listed in the Scope of Work for San Clemente. Due to the pandemic, public workshops and outreach have needed to be redesigned for a virtual environment.

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

- Implementing a primary strategy in the 2016 RTP/SCS, specifically the planning for HQTA development;
- Helping SCAG member cities plan for development in HQTA areas throughout the region; and
- Six (6) HQTA planning charrettes and workshops rather than the five (5) planned under the original contract award, an HQTA planning tool-kit, and an HQTA planning manual.

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

Amendment Amount:	Amendment 10	\$13,717
	Amendment 9 (administrative - no change to contract’s value)	
	Amendment 8 (administrative - no change to contract’s value)	
	Amendment 7 (administrative - no change to contract’s value)	
	Amendment 6 (administrative - no change to contract’s value)	
	Amendment 5 (administrative - no change to contract’s value)	
	Amendment 4	\$106,410
	Amendment 3 (administrative - no change to contract’s value)	\$0
	Amendment 2 (administrative - no change to contract’s value)	\$0
	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$261,898</u>
	Total contract value is not to exceed	\$382,025

Attachment: Contract Summary 17-024-C01 Amendment 10 (Amendment \$75,000 or Greater or 30% or More of the Original Contract’s Value:

This amendment when combined with a previous amendment exceeds \$75,000, as well as 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it does not require the Regional Council's approval.

Contract Period: June 14, 2017 through December 31, 2021

Project Numbers:

290-4852U7.01	\$12,144
290-4852E.01	\$1,573

Funding sources: Senate Bill 1 (SB 1) and Transportation Development Act (TDA)

Funding of \$13,717 is available in the FY 2021-2022 Overall Work Program (OWP) budget in Project Number 290-4852U7.01 and 290-4852E.01, subject to budget approval.

Basis for the Amendment: As previously stated, staff awarded the original base contract to Gruen Associates to plan five (5) HQTAs corridor pilot projects that reflect integrated planning principles and help implement the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The city of San Clemente has applied for a Metrolink station area pilot project to develop planning concepts for their downtown area.

Without this amendment, the City of San Clemente would be unable to complete planning for the redevelopment of their downtown area in the vicinity of the Metrolink station. Due to the unforeseen pandemic, stakeholder outreach needed to be redesigned for a virtual environment.

**Conflict of Interest (COI) Form - Attachment
for July 1, 2021 Regional Council Approval**

Approve Amendment No. 10 to Contract No. 17-024-C with Gruen Associates, in an amount not to exceed \$13,717 increasing the contract value from \$368,308 to \$382,025 to enable the consultant to continue the project with the City of San Clement, and to extend the contract term from June 30, 2021 to December 31, 2021, to provide the consultant additional time to complete the project. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Gruen Associates (prime consultant)	No – form attached
Iteris (subconsultant)	No – form attached
HR&A (subconsultant)	No – form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 17-024-C1

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: Gruen Associates
Name of Preparer: Larry Schlossberg
Project Title: High Quality Transit Area (HQT) Analysis
Date Submitted: June 10, 2021

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
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

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) Larry Schlossberg, hereby declare that I am the (position or title) Partner of (firm name) Gruen Associates, 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 June 10, 2021 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.



Signature of Person Certifying for Proposer
(original signature required)

June 10, 2021

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.

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 17-024-C1

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: Iteris, Inc
Name of Preparer: Deepak Kaushik
Project Title: HQTA
Date Submitted: 6/10/21

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) Ramin Massoumi, hereby declare that I am the (position or title) Senior VP & General Manager of (firm name) Iteris, Inc, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 6/10/21 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.



Signature of Person Certifying for Proposer
(original signature required)

6/10/21

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.

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) Judith Taylor, hereby declare that I am the (position or title) Partner of (firm name) HR&A Advisors, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 06/10/2021 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.


06/10/2021

_____ Date

Signature of Person Certifying for Proposer (original signature required)

NOTICE

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



**AGENDA ITEM 9
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

Subject: Amendment \$75,000 or Greater or 30% or More of the Original
Contract's Value: Contract No. 21-028-C01 Amendment 1, Safe and
Resilient Streets Strategies and Mini-Grants

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve Amendment No. 1 to Contract No. 21-028-C01 in an amount of \$231,151, increasing the contract value from \$367,413 to \$598,564 with KOA Corporation to provide staff additional assistance with the administration of the *Go Human* community streets mini-grant program and with the production and distribution of co-branded safety advertisements for partner agencies. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract amendment on behalf of SCAG.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 30, 2021, SCAG awarded Contract No. 21-028-C01 to KOA Corporation to administer a community safety mini-grant program using funds from a grant from the Office of Traffic Safety (OTS). The primary goal of this mini-grant program is to fund a minimum of 30 community-based partners to carry out safety projects to reduce vehicle versus pedestrian and bicycle collisions, while increasing levels of walking and biking in Southern California.

SCAG is finalizing an amendment to its grant agreement with OTS to additionally use unobligated grant funding to increase funding for co-branding and printing associated with the program (\$83,528). Another contract, No. 21-036-C01, Community Ambassador Safety Training Program, funded by this same grant, did not use its full allocation as specified in SCAG's grant agreement with OTS. Lastly, this amendment would also increase mini-grant award funding that had not been originally included in the budget of the selected consultant (\$147,623), because when the Regional Council approved the original contact in March 2021, staff had not finalized the amount

needed for the mini-grant awards (although it was available in the project's budget), given staff had not finalized the selection of mini-grant awardees.

The entire \$231,151 (\$83,528 + \$147,623) in Amendment No. 1 will be directly distributed to the region in the form of co-branded printed material for partner jurisdictions or mini-grant awards. None of the funds in this amendment will go towards the consultant's costs.

This amendment exceeds \$75,000, as well as 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 that is \$75,000 or greater or more than 30% of the contract's original value:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Amendment Amount</u>
KOA Corporation (21-028-C01)	The consultant shall provide additional assistance with the administration of a community streets mini-grant program and with the production and distribution of co-branded safety advertisements for partner agencies.	\$231,151

FISCAL IMPACT:

Funding of \$231,151 is available in the FY 2021-22 Overall Work Program (OWP) in Project Number 225-3564J6.16.

ATTACHMENT(S):

1. Contract Summary 21-028-C01 Amendment 1
2. Contract Summary 21-028-C01 Amendment 1 COI

CONSULTANT CONTRACT NO. 21-028-C01 AMENDMENT 1

Consultant: KOA Corporation

**Background &
Scope of Work:**

On March 30, 2021, SCAG awarded Contract 21-028-C01 to KOA Corporation to administer a community safety mini-grant program through its larger Go Human safety and encouragement program using funds from a grant from the Office of Traffic Safety (OTS). The primary goal of the mini-grants is to fund a minimum of 30 community-based partners to carry out safety projects to reduce vehicle versus pedestrian and bicycle collisions, while increasing levels of walking and biking in Southern California. The consultant is responsible for the following elements:

1. Safe and Resilient Streets Strategies Mini-Grants Program management
2. Communication Plan development and implementation
3. Co-Branding and printing for partner agencies

This program will fund a minimum of 30 small-scale, community-driven projects developed by eligible organizations (such as non-profits and community-based organizations) that address safety concerns of a community. Projects may involve using street space for resilient economic recovery, resource delivery, access to open space, and other purposes to increase safety in communities. Funded organizations may incorporate Go Human co-branded safety materials or Kit of Parts deployments. This program encourages partnerships between a local jurisdiction, community-based organization, and SCAG.

SCAG is finalizing an amendment to its grant agreement with OTS to additionally use unobligated grant funding to increase funding for co-branding and printing associate with the program (\$83,528). Further, another contract, 21-036-C01, Community Ambassador Safety Training Program, funded by this same grant, did not use its full allocation as specified in SCAG's grant agreement with OTS. Lastly, this amendment would also increase Mini-Grant award funding that had not been originally included in the budget of the selected consultant (\$147,623), because when the Regional Council approved the original contact in March 2021, staff had not finalized the amount needed for the mini-grant awards (although it was available in the project's budget), given staff had not finalized the selection of mini-grant awardees.

This amendment would increase the contract value from \$367,413 to \$598,564 (\$231,151). The entire \$231,151 (\$83,528 + \$147,623) in Amendment No 1 will be directly distributed to the region in the form of co-branded printed material for partner jurisdictions or mini-grant awards. None of the funds in this amendment will go towards the consultant's costs.

**Project's Benefits
& Key Deliverables:**

- The project's benefits and key deliverables include, but are not limited to:
- Communication Plan and contact list for six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura);
 - Repository of applicant documents (30 applicants).
 - Co-branded assets for a minimum of 20 partners; and

- Draft and final report, including a community presentation of results, summary, recommendations.

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:	Amendment 1	\$231,151
	Original contract value	<u>\$367,413</u>
	Total not to exceed	\$598,564

This amendment exceeds \$75,000 and is greater than 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated January 2021) Section 9.3, it requires the Regional Council’s approval.

Contract Period: March 30, 2020 through September 30, 2021

Project Number(s): 225.3564J6.16 \$231,151
 Funding source(s): Pedestrian and Bicycle Safety Program Grant

Funding of \$231,151 is available in the FY 2020-21 Overall Work Program (OWP) in Project Number 225.3564J6.16.

Basis for the Amendment As previously stated, SCAG amended its Grant Agreement with OTS to use unobligated grant funding to increase additional funding for the mini-grant program, as well as for co-branding and printing associate with the program. Staff will use the additional funding to increase amount of funding distributed directly to Mini-Grant awardees and will increase the amount of advertisement material that can be printed and distributed to partner agencies.

**Conflict Of Interest (COI) Form - Attachment
For July 1, 2021 Regional Council Approval**

Approve Amendment No.1 to Contract No. 21-028-C01 in an amount of \$231,151, increasing the contract value from \$367,413 to \$598,564 with KOA Corporation to provide staff additional assistance with the administration for the Go Human community streets mini-grant program and with the production and distribution of co-branded safety advertisements for partner agencies. 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)?
KOA (prime consultant) Safe Routes Partnership (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-028

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under “OPPORTUNITIES”, then “Doing Business with SCAG” and scroll down under the “CONTRACTS” tab; whereas the SCAG staff may be found under “ABOUT” then “Employee Directory”; and Regional Council members can be found under “ABOUT”, then scroll down to “ELECTED OFFICIALS” on the left side of the page and click on “See the list of SCAG representative and their Districts.”

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

Name of Firm: KOA Corporation
Name of Preparer: Min Zhou, PE
Project Title: CEO/President
RFP Number: 21-028 **Date Submitted:** January 25, 2021

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) Min Zhou, PE, hereby declare that I am the (position or title) CEO/President of (firm name) KOA Corporation, 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 25, 2021 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.


 _____ January 25, 2021 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 21-028

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 www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

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

Name of Firm: Safe Routes to School National Partnership
Name of Preparer: Cassandra Isidro
Project Title: Safe and Resilient Streets Strategies and Mini-Grants
RFP Number: 21-028 **Date Submitted:** January 25, 2021

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:

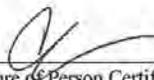
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

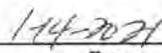
SECTION III: VALIDATION STATEMENT

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) Cassandra Isidro, hereby declare that I am the (position or title) Executive Director of (firm name) Safe Routes to School National Partnership, 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 13, 2021 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.





 Signature of Person Certifying for Proposer Date

 (original signature required)

NOTICE

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



AGENDA ITEM 10
REPORT

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

From: Lennox Chaiveera, Junior Planner
(213) 630-1457, chaiveera@scag.ca.gov

Subject: Transfer of Regional Housing Needs Assessment (RHNA) Units from
County of Orange to City of Placentia

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR CEHD AND RC:

Approve the transfer of Regional Housing Needs Assessment (RHNA) units from the County of Orange to the City of Placentia pursuant to and in compliance with Government Code section 65584.07(a).

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:

Government Code Section 65584.07(a) permits a transfer of allocated Regional Housing Needs Assessment (RHNA) housing units from an unincorporated county to a city or cities within the county between the adoption of the Final RHNA Allocation and the housing element due date. Certain requirements of this transfer must be met. The County of Orange has submitted a request to reduce their RHNA allocation by 12 very low income units and 12 moderate income units (total of 24 units), while the City of Placentia has agreed to increase its very low income and moderate income units by 12 units and 12 units, respectively. Staff has analyzed this request and determined that the conditions enumerated in Government Code Section 65584.07(a) have been met. Pending action by the Regional Council, SCAG will adjust the Final RHNA Allocation of the two jurisdictions accordingly and submit its decision to the California Department of Housing and Community Development (HCD), as required by statute.

BACKGROUND:

Government Code Section 65584.07(a) permits an unincorporated county's Final RHNA Allocation to be reduced between the time of the Final RHNA Allocation adoption and the housing element due date, provided certain conditions are met. As provided by subsection (1) through (3) of Government Code section 65584.07(a), these conditions are:

- (1) One or more cities within the county agree to increase its share or their shares in an amount equivalent to the reduction.
- (2) The transfer of shares shall only occur between a county and cities within that county.
- (3) The county's share of low-income and very low income housing shall be reduced only in proportion to the amount by which the county's share of moderate- and above moderate-income housing is reduced.

Additionally, the county and city or cities proposing the transfer are required to submit an analysis of the factors and circumstances, with all supporting data, justifying the revision to the council of governments. Once a decision is made by the council of governments, the council of governments must submit a copy of its decision regarding the proposed reduction to HCD.

Since an increase in allocated RHNA units of an equivalent amount is required for one or more jurisdictions, this is effectively a "transfer" of RHNA units though this term does not formally exist in RHNA law. For the 6th cycle RHNA process, the Final RHNA Allocation was adopted by the Regional Council on March 4, 2021. The corresponding 6th cycle Housing Element is due to HCD by October 15, 2021.

Prior to the passage of AB 1771 (2017) a trade and transfer option existed in State housing law, which provided an opportunity for one or more jurisdictions (cities and unincorporated counties) to transfer RHNA units prior to the adoption of the Final RHNA Allocation Plan. There were no specific conditions outlined in State housing law for this type of transfer, though the amount of units transferred could not reduce the regional RHNA allocation by income category, implying that the reduction and increases agreed upon would need to equal zero after the transfer. In addition, as part of its Appeals and Transfers Guidelines for the 5th RHNA cycle, SCAG required that transfers within the region had to be between geographically contiguous jurisdictions and preferably within the same county. The purpose of these conditions was to ensure that housing would still be planned for in areas where they were needed and that the income thresholds would remain equivalent since a county median income is the primary threshold for determining the unit's affordability.

On June 10, 2021, the County of Orange (County) and the City of Placentia (City) submitted to SCAG an allocation transfer request for the Placentia Veterans Village project to be applied towards this upcoming 6th Cycle Housing Element pursuant to Government Code Section 65584.07. According to the information provided in the letter and its attachments, the development consists of a 3.65-acre site comprised of two parcels within the City. Whereas the primary 2.34-acre parcel is owned by the Orange County Flood Control District, the adjacent parcel is owned by a private party. The project will consist of forty-nine (49) rental units for homeless and/or disabled United States Veterans, and one (1) manager's unit.

In November 2015, County of Orange CEO/Real Estate, on behalf of the Orange County Flood Control District (District), released a Request for Proposal (RFP), seeking qualified, responsible bids for a long-term ground lease for the Development and use of the property consistent with and achieving flood control purposes. On March 15, 2016, the Orange County Board of Supervisors (Board) selected Mercy Housing California (Mercy) as the primary developer for the Development. On April 26, 2017, the Board approved an Option Agreement with Mercy to conduct technical studies to support a zone change and general plan amendment and to secure funding for the Development. On January 24, 2017, the Board approved a lease agreement, which allows Mercy to develop Placentia Veterans Village for forty-nine (49) homeless and/or disabled United States Veterans. On June 6, 2017, the Board approved Mercy for funding in the amount of \$2,754,000 and allocated to Mercy forty-nine (49) United States Department of Housing and Urban Development Veterans Affairs Supportive Housing (HUD-VASH) Project-Based vouchers on June 6, 2017. Based on these circumstances the County and the City mutually agreed to transfer 12 very low income units and 12 moderate income units from the County to the City for the 6th cycle RHNA allocation.

When preparing annual progress reports (APR) on permitted units to meet RHNA goals, jurisdictions may only report (“take credit”) for units within their boundaries where they have local land use and permitting authority. Since the project is located within Placentia city boundaries, only the City may report these units in their submitted APR for units permitted within this project.

If approved by SCAG, the proposed transfer agreed upon by the County and City would reduce the County's RHNA allocation of very-low income units by twelve (12) units and increase the City's RHNA share of very-low income units by twelve (12) units. Additionally, the County's RHNA allocation of moderate-income units would be reduced by twelve (12) units and the City's RHNA share of the moderate-income units would increase by twelve (12) units. The reduction of the lower income units is in proportion to the reduction of the moderate and above moderate-income units and is in accordance with the proportion requirement of GC 65584.07(a)(3).

On June 4, 2021, the SCAG Regional Council approved a transfer of RHNA units between the County and the City of Santa Ana, which was also processed in accordance with Government Code Section 65584.07(a). As part of this June 4th approval, SCAG adjusted the RHNA allocations for both the County and the City of Santa Ana; this adjusted allocation for the County is reflected in the table below that summarizes the transfer between the County and the City.

SCAG staff reviewed the analysis and circumstances and attachments submitted by the County of Orange and City of Placentia and has determined that it meets the conditions required by Government Code 65584.07(a). Pending approval by the Regional Council, the revised 6th cycle RHNA allocation for the County and City would be as follows:

	RHNA Income Limits			
	Very Low	Low	Moderate	Above Moderate
County of Orange RHNA (10,364 units) (approved by SCAG on 6/4/21)	3,119 units	1,866 units	2,018 units	3,361 units
Adjustment for Placentia Veterans Village	-12 units	0	-12 units	0
RHNA upon approval by SCAG (total 10,340)	3,107 units	1,866 units	2,006 units	3,361 units
City of Placentia RHNA (4,374 units)	1,231 units	680 units	770 units	1,693 units
Adjustment for Placentia Veterans Village	+12 units	0	+12 units	0
RHNA upon approval by SCAG and State HCD	1,243 units	680 units	782 units	1,693 units

Subsequent to Regional Council action, SCAG will revise the 6th cycle Final RHNA Allocation and submit its decision to HCD.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (300-4872Y0.02: Regional Housing Needs Assessment).

ATTACHMENT(S):

1. 6.23.21 -Placentia RHNA Transfer Request



County Administration South
601 North Ross Street
Santa Ana, CA 92701

P.O. Box 4048
Santa Ana, CA 92702

(714) 667-8800

info@ocpw.ocgov.com

OCPublicWorks.com



Administrative Services



OC Development Services



OC Facilities Design & Construction Management



OC Facilities Maintenance & CUF



OC Fleet Services



OC Construction



OC Environmental Resources



OC Operations & Maintenance



OC Infrastructure Programs



OC Survey

June 22, 2021

Ma'Ayn Johnson, Housing Program Manager
Southern California Association of Governments
900 Wilshire Blvd, Suite 1700
Los Angeles, CA 90017

Subject: RHNA Transfer Request – Placentia Veterans Village

Dear Ms. Johnson:

The County of Orange (County) and the City of Placentia (City) submit this Regional Housing Needs Assessment (RHNA) allocation transfer request for the Placentia Veterans Village development to be applied towards the upcoming 6th Cycle Housing Element (2021-2029) pursuant to Government Code Section 65584.07.

Background: Placentia Veterans Village is located at 1945 East Veterans Way (previously referred to as 1924 Orangeview Avenue) in the City of Placentia (City), near the intersection of East Orangethorpe Avenue and Lakeview Avenue north of the Atwood Flood Control Channel.

In November 2015, County of Orange CEO/Real Estate, on behalf of the Orange County Flood Control District (District), released a Request for Proposal (RFP), seeking qualified, responsible bids for a long-term ground lease for the Development and use of the property consistent with and achieving flood control purposes. On March 15, 2016, the Orange County Board of Supervisors (Board) selected Mercy Housing California (Mercy) as the primary developer for the Development. On April 26, 20217, the Board approved an Option Agreement with Mercy to conduct technical studies to support a zone change and general plan amendment and to secure funding for the Development. On January 24, 2017, the Board approved a lease agreement, which allows Mercy to develop Placentia Veterans Village for forty-nine (49) homeless and/or disabled United States Veterans. On June 6, 2017, the Board approved Mercy for funding in the amount of \$2,754,000 and allocated to Mercy forty-nine (49) United States Department of Housing and Urban Development Veterans Affairs Supportive Housing (HUD-VASH) Project-Based vouchers on June 6, 2017.

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

Placentia Veterans Village includes fifty (50) furnished apartment homes for forty-nine (49) veterans and one (1) on-site manager, a courtyard, community garden, recreation room, energy efficient design and appliances, computer room, and resident services offices. The state-of-the-art development is LEED Gold certified, utilizing energy efficient design principles and building materials. The Development also provides a wide range of on-site services such as job training, job placement, United States Department of Veterans Administration benefits assistance, and healthcare and wellness programs. Construction was completed in Summer 2020.

Memorandum of Agreement (MOA): On March 21, 2017, the City Council discussed its intent to absorb a number of agreed upon RHNA units from the County’s RHNA unit allocation based on the development of Placentia Veterans Village (see Attachment A), and later authorized the City Manager to sign the MOA, which provides for the transfer of RHNA allocation units between the County and City.

On June 22, 2021, the Board approved the MOA between the County and City regarding housing needs allocations for future housing element planning periods to provide for the transfer of RHNA allocation shares between the County and City, and authorized the Director of OC Public Works or designee to execute the Memorandum of Agreement (see Attachment B).

Analysis of Factors and Circumstances: The City has local land use authority and is legally entitled to receive RHNA credit for all the units within the Development; however, the City has agreed to transfer a number of agreed upon RHNA units from the County’s RHNA unit allocation, as evidenced through the City and County approved MOA (see Attachment C).

The Development consists of a 3.65-acre site comprised of two parcels within the City. Whereas the primary 2.34-acre parcel is owned by the District, the adjacent parcel is owned by a private party. Additionally, the City contributed a residual receipts loan in the amount of \$582,850 in deferral of impact fees.

The Placentia Veterans Village development is another prime example of a mutually beneficial intraregional public-private partnership aligning resources to end homelessness by providing supportive housing to homeless veterans in Orange County, which is consistent with the County of Orange Housing Funding Strategy for the development of 2,700 supportive housing units by 2025.

Proportional Units: Placentia Veterans Village is a new construction rental development consisting of fifty (50) units, including the manager’s unit, and the City intends to transfer credit for twenty-four (24) total RHNA units to the County as shown in Table 1 below.

The City and County mutually approved the MOA to provide for the RHNA transfer. The MOA is conditioned upon approval by SCAG. If approved by SCAG, the MOA would reduce the County's RHNA allocation of very low-income units by twelve (12) units and increase the City's RHNA share of very-low income units by twelve (12) units. Additionally, the County's RHNA allocation of moderate-income units would be reduced by twelve (12) units and the City's RHNA share of the moderate-income units would increase proportionally by twelve (12) units in accordance with state law. SCAG’s approval will beneficially impact the County’s RHNA allocations established by SCAG.

Table 1: Transfer Summary

	RHNA Income Limits			
	Very Low	Low	Moderate	Above Moderate
County of Orange RHNA (10,406 units)	3,139 units	1,866 units	2,040 units	3,361 units
Adjustment for Crossroads at Washington (approved by SCAG on 6/4/2021)	-20 units	0	-22 units	0
Adjustment for Placentia Veterans Village	-12 units	0	-12 units	0
RHNA upon approval by SCAG	3,107 units	1,866 units	2,006 units	3,361 units
City of Placentia RHNA (4,374 units)	1,231 units	680 units	770 units	1,693 units
Adjustment for Placentia Veterans Village	+12 units	0	+12 units	0
RHNA upon approval by SCAG and State HCD	1,243 units	680 units	782 units	1,693 units

In summary, the County of Orange respectfully requests approval of the RHNA allocation transfer related to the Placentia Veterans Village development to be applied towards the upcoming 6th Cycle Housing Element (2021-2029) pursuant to Government Code Section 65584.07. In the meantime, please feel free to contact Joanna Chang at (714) 667-8815 for any questions.

Sincerely,


 Amanda Carr, Interim Deputy Director
 OC Public Works/Development Services

Attachments

- Attachment A: Minute Order and City of Placentia staff report dated March 21, 2017
- Attachment B: Minute Order and County of Orange Board of Supervisors staff report dated June 22, 2021
- Attachment C: Memorandum of Agreement

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

CC:

Nicole Walsh, Senior Assistant County Counsel, Office of County Counsel
Jacqueline Guzman, Senior Deputy County Counsel, Office of County Counsel
Brian Bauer, Land Development Manager, CEO Real Estate
Julia Bidwell, Director, Housing & Community Development
Richard Vuong, Planning Division Manager, OC Public Works
Joanna Chang, Land Use Manger, OC Public Works
Jeannette Ortega, Assistant to the City Administrator/Economic Development
Manager, City of Placentia
Joseph Lambert, Director of Development Services, City of Placentia

ATTACHMENT A

Minute Order and City of Placentia staff report dated March 21, 2017

**PLACENTIA CITY COUNCIL
PLACENTIA CITY COUNCIL AS SUCCESSOR TO THE
PLACENTIA REDEVELOPMENT AGENCY
PLACENTIA INDUSTRIAL COMMERCIAL DEVELOPMENT AUTHORITY
REGULAR MEETING MINUTES
March 21, 2017
5:30 p.m. – City Council Chambers
401 E. Chapman Avenue, Placentia, CA**

CALL TO ORDER: Mayor Green called the meeting to order at 5:00 p.m.

ROLL CALL:

PRESENT: Councilmember/Board Member Shader, Yamaguchi, Smith, Wanke, Green
ABSENT: None

ORAL COMMUNICATIONS: None

The City Council and Boards of Directors recessed to the City Council Caucus Room for the purpose of conducting their Closed Session proceedings.

CITY COUNCIL:

1. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

Pursuant to Government Code Section 54957(b)(1):
Title: City Administrator

2. Pursuant to Government Code Section 54956.9(d)(1):

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION/CLAIM

Name of Case: City of Placentia vs. AIG/National Union Fire Insurance Company of Pittsburgh, PA/AIG Claim No. 4119088845US

3. Pursuant to Government Code Section 54956.9(d)(4):

CONFERENCE WITH LEGAL COUNSEL – INITIATION OF LITIGATION

Number of Cases: 1

4. Pursuant to Government Code Section 54956.9(d)(4):

CONFERENCE WITH LEGAL COUNSEL – POTENTIAL LITIGATION

Significant exposure to litigation: (1 case)

5. Pursuant to Government Code Section 54957.6

CONFERENCE WITH LABOR NEGOTIATOR

City Designated Representatives: Damien R. Arrula, City Administrator
Steve Pischel, Director of Administrative Services

Employee Organizations: Placentia City Employees Association (PCEA), Placentia Police Officers Association (PPOA), Placentia Police Management Association (PPMA), and Unrepresented Employees

RECESS: The City Council and Boards of Directors recessed to their 7:00 p.m. Regular Meeting.

CALL TO ORDER: Mayor Green called the meeting to order at 7:00 p.m.

ROLL CALL:

PRESENT: Councilmember/Board Member Shader, Smith, Yamaguchi, Wanke, Green
ABSENT: None

STAFF PRESENT: City Administrator/Executive Director Damien R. Arrula; City Attorney/Authority Counsel Christian L. Bettenhausen; Director of Administrative Services Steve Pischel; Senior Financial Consultant Irwin Bornstein; Acting Chief of Police Eric Point; Director of Development Services Joe Lambert; Director of Community Services Sandra Gonzalez; Public

Works and Community Services Management Analyst Yvette Rodriguez; Economic Development Manager Jeanette Ortega; Chief Deputy City Clerk Rosanna Ramirez

INVOCATION: Police Chaplain Sterling Bennett

PLEDGE OF ALLEGIANCE: Girl Scouts of Orange County (GSOC), Placentia Service Unit

PRESENTATIONS:

a. **Recognition of 35 Year Anniversary of Placentia Police Department Explorer Post**

Recipient: Police Officer Jose Flores

Presenters: Mayor Green and City Administrator Arrula

b. **Recognition of Explorer De Leon for Outstanding Achievement in the 2017 Winter Explorer Academy**

Recipient: Darleene De Leon

Presenters: Mayor Green and City Administrator Arrula

CLOSED SESSION REPORT:

City Attorney/Agency Counsel Bettenhausen reported the Council/Agency met in closed session to discuss five items; there was discussion and direction given on Items 1 through 4; Item 5 was not discussed. Motion by Wanke, seconded by Yamaguchi, and carried a (5-0) vote to approve initiation of litigation on an item that will be disclosed at a later date and there was nothing further to report.

CITY ADMINISTRATOR REPORT:

City Administrator Arrula noted that Saturday, April 8th, the Placentia Library District, the Placentia Library Friends Foundation, the Placentia Rotary Club, the Kiwanis Club of Placentia, and the Placentia Round Table Women's Club will be hosting an Easter Eggcitement and Spring Carnival and for more information, please call (714) 528-1906 at extension 212. He announced that Love Placentia Service Day is scheduled for Saturday, April 29, 2017 and for more information or to sign up to volunteer, please visit www.loveplacentia.com.

ORAL COMMUNICATIONS:

Placentia resident Brian Cox addressed what he identified as unsafe cycling conditions on Kraemer Boulevard between Chapman Avenue and Orangethorpe Avenue.

Barbara Styke, Placentia resident, reported overgrown landscaping and standing water along Kraemer Boulevard and Alta Vista Drive.

CITY COUNCIL/BOARD MEMBER COMMENTS:

Councilmember Smith reported that he attended a Heritage Festival Committee planning meeting, a Love Placentia coordination meeting, the Santa Fe Merchants Association meeting, a Neighborhood Watch meeting, a fund-raising gala for LOT318, and a Placentia Community Collaborative meeting.

Councilmember Shader encouraged residents to sign up for Love Placentia and expressed gratitude to Principal Davis and El Dorado students and staff for allowing her to serve as "Principal of the Day." She also thanked the public for input on the proposed smoking ban in Placentia public places that was introduced at the previous Council meeting.

Councilmember Yamaguchi thanked Mr. Cox for his comments regarding Kraemer Boulevard during Oral Communications and recommended that the City consider Mr. Cox's recommendations. He also reported that he participated in the Association of California Cities Orange County (ACCOC) advocacy trip to Sacramento.

Mayor Pro Tem Wanke stated that he represented the 4th District for Orange County at the Orange County Waste Management Commission, attended an Orange County Sanitation District

Administration Committee meeting, a banking/RFP meeting at City Hall, and a baptism at St. Joseph's Church. He noted that the City of Placentia was not the lead agency on the Kraemer/Crowther underpass and stated his strong support of safe bike lanes.

Mayor Green encouraged residents to sign up for Love Placentia; noted that he attended an Orange County Vector Control meeting, enjoyed his stint as "Principal of the Day" at Tuffree Middle School, and gave an update on the status of the Mike Nguyen investigation and prosecution. He strongly recommended the Police and Fire Explorers for young Placentia residents.

City Attorney Bettenhausen stated that regarding the Mike Nguyen prosecution, there was also a Restitution Order issued by the Court and that the two additional persons involved in the embezzlement were not City employees.

1. CONSENT CALENDAR (Items 1.a. through 1.g.):

Councilmember Shader pulled Item 1.g. for further discussion. Motion by Yamaguchi, seconded by Wanke, and carried a (5-0) vote to approve the remaining Consent Calendar Items 1.a. through 1.f. as recommended.

- 1.a. **Consideration to Waive Reading in Full of all Ordinances and Resolutions**
Fiscal Impact: None
Recommended Action: Approve.
(Approved 5-0, as recommended)

- 1.b. **City Fiscal Year 2016-17 Register for March 21, 2017**
Check Register
Fiscal Impact: \$ 460,911.59
Electronic Disbursement Register
Fiscal Impact: \$ 470,686.80
Recommended Action: It is recommended that the City Council:
1) Receive and file.
(Received and filed)

- 1.c. **Expansion of Recreation and Parks Commission Membership from Seven (7) to Nine (9) Members**
Fiscal Impact: None
Recommended Action: It is recommended that the City Council:
1) Adopt Resolution No. 2017-12, A Resolution of the City Council of the City of Placentia, California establishing the number of Recreation and Parks Commissioners at nine (9) members.
(Approved 5-0, as recommended)

- 1.d. **Cooperative Agreement for the Malvern Avenue/Chapman Avenue Traffic Signal Synchronization Program**
Fiscal Impact: Expense: \$81,756
Revenue: \$90,000 AB2766 Subvention Funds
No General Fund Dollars will be used on this project.
Recommended Action: It is recommended that the City Council:
1) Approve Cooperative Agreement for the Malvern Avenue/Chapman Avenue Corridor Project Regional Traffic Signal Synchronization Program between the Cities of Fullerton, Buena Park and Placentia; and
2) Authorize the City Administrator to execute the necessary documents, in a form approved by the City Attorney.
(Approved 5-0, as recommended)

- 1.e. **Professional Services Agreement with Nelson/Nygaard Consulting Associates, Inc., for the Placentia Community-Based Circulator Study**
Fiscal Impact: Expense: \$49,930
Revenue: \$45,000 OCTA M2 Project V Grant

\$ 5,000 Fiscal Year 2016-17 Gas Tax

Recommended Action: It is recommended that the City Council:

- 1) Approve the Professional Services Agreement with Nelson/Nygaard Consulting Associates, Inc., for the Placentia Community Based Circulator Study in the amount of \$49,930; and
- 2) Authorize the City Administrator or his designee to execute all necessary documents, in a form approved by the City Attorney.

(Approved 5-0, as recommended)

1.f. **Designation of Individuals Authorized to Invest City Monies in the Local Agency Investment Fund**

Fiscal Impact: None

Recommended Action: It is recommended that the City Council:

- 1) Adopt Resolution No. R-2017-11, A Resolution of the City Council of the City of Placentia, California, authorizing investment of monies in the Local Agency Investment Fund.

(Approved 5-0, as recommended)

1.g. **2016 Housing Element Annual Progress Report**

Fiscal Impact: None

Recommended Action: It is recommended that the City Council:

- Receive and file the 2016 Housing Element Annual Progress Report.

Councilmember Shader pulled Item 1.g. for further discussion. There was discussion and clarification was provided by City Administrator Arrula, Director of Development Services Lambert, and City Attorney Bettenhausen regarding this State-mandated requirement. Motion by Wanke, seconded by Yamaguchi, and carried a (5-0) vote to approve Item 1.g. as recommended.

2. PUBLIC HEARING: None

3. REGULAR AGENDA:

3.a. **January 2017 (Preliminary) Treasurer's Report**

Fiscal Impact: None

Recommended Action: It is recommended that the City Council:

- 1) Receive and file the January 2017 (Preliminary) Treasurer's Report.

City Treasurer Larson gave a summary of the Preliminary January 2017 Treasurer's Report. Motion by Wanke, seconded by Green and carried a (5-0) vote to approve the recommended action.

3.b. **Capital Improvement Program Mid-Year Budget Amendment for Fiscal Year 2016-17**

Fiscal Impact: See Exhibit A - Attached

Recommended Action: It is recommended that the City Council:

- 1) Approve Budget Resolution R-2017-13, A Resolution of the City Council of the City of Placentia authorizing the Mid-Year Amendment to the Fiscal Year 2016-17 Budget; and
- 2) Approve an amendment to the Seven Year Capital Improvement Program for Fiscal Years 2016-17 through 2022-23 to include the Orange County Transportation Authority (OCTA) Project V Community Circulator Study.

City Administrator Arrula introduced Senior Financial Consultant Irwin Bornstein to give a brief presentation. In response to Councilmembers' questions Senior Financial Consultant Bornstein gave more detail on a few budget items. Motion by Wanke, seconded by Green and carried a (5-0) vote to approve the recommended actions.

3.c. **Amendment No. 1 to City Administrator Employment Agreement**

9 of 52

Fiscal Impact: \$9,000/Year

Recommended Action: It is recommended that the City Council:

- 1) Consider approval of Amendment No. 1 to the City Administrator Employment Agreement; and
- 2) Authorize Mayor to execute the Amendment on behalf of the City, in a form approved by the City Attorney.

City Attorney Bettenhausen gave a brief presentation. Motion by Shader, seconded by Yamaguchi and carried a (5-0) vote to approve the recommended actions.

CITY COUNCIL/BOARD MEMBERS REQUESTS:

Councilmember Smith commented on the prosecution of Mr. Nguyen and congratulated all who have participated in the process and requested that Staff bring back to Council a report and review of the investigation. City Administrator Arrula stated that the investigation is still ongoing and limits what the City can share at this time.

Councilmember Shader requested to see a list of projects that the City plans to accomplish.

Councilmember Yamaguchi requested that the digital agenda packets have all pages rotated to portrait orientation, consideration be given to the bicycle lanes on the Kraemer Boulevard Improvement Project, and requested clarification on an item on the Tentative Agenda Forecast.

Mayor Pro Tem Wanke expressed appreciation for Officers Flores and Yamaguchi and their work with the Police Explorers and thanked City Administrator Arrula for the job he has done under difficult circumstances.

Mayor Green thanked the City's Police Department and OCFA for protecting the citizens of the City.

ADJOURNMENT:

The City Council/Successor Agency/ICDA Agency Board of Directors adjourned at 8:12 p.m. to Tuesday, April 4, 2017 at 5:30 p.m.

Craig S. Green, Mayor/Agency Chair

ATTEST:

Patrick J. Melia, City Clerk/Agency Secretary



The People are the City

Mayor
CRAIG S. GREEN

Mayor Pro Tem
CHAD P. WANKE

Councilmembers:
RHONDA SHADER
WARD L. SMITH
JEREMY B. YAMAGUCHI



City Clerk:
ROBERT S. MCKINNELL

City Treasurer
KEVIN A. LARSON

City Administrator
DAMIEN R. ARRULA

401 East Chapman Avenue – Placentia, California 92870

Date: June 14, 2021

To: Development Services Department

Re: 2016 Housing Element Annual Progress Report

The following are excerpts from the City Council minutes of the March 21, 2017 regular meeting which were approved by City Council on January 14, 2020.

**PLACENTIA CITY COUNCIL
PLACENTIA CITY COUNCIL AS SUCCESSOR TO THE
PLACENTIA REDEVELOPMENT AGENCY
PLACENTIA INDUSTRIAL COMMERCIAL DEVELOPMENT AUTHORITY
REGULAR MEETING MINUTES
March 21, 2017
5:30 p.m. – City Council Chambers
401 E. Chapman Avenue, Placentia, CA**

1. CONSENT CALENDAR (Items 1.a. through 1.g.):

Councilmember Shader pulled Item 1.g. for further discussion. Motion by Yamaguchi, seconded by Wanke, and carried a (5-0) vote to approve the remaining Consent Calendar Items 1.a. through 1.f. as recommended.

1.g. 2016 Housing Element Annual Progress Report

Fiscal Impact: None

Recommended Action: It is recommended that the City Council:

Receive and file the 2016 Housing Element Annual Progress Report.

Councilmember Shader pulled Item 1.g. for further discussion. There was discussion and clarification was provided by City Administrator Arrula, Director of Development Services Lambert, and City Attorney Bettenhausen regarding this State-mandated requirement. Motion by Wanke, seconded by Yamaguchi, and carried a (5-0) vote to approve Item 1.g. as recommended.

Sincerely,

Karen O'Leary
Deputy City Clerk

CC: Rosanna Ramirez, Deputy City Administrator



Placentia City Council

AGENDA REPORT

TO: CITY COUNCIL
VIA: CITY ADMINISTRATOR
FROM: DIRECTOR OF DEVELOPMENT SERVICES
DATE: MARCH 21, 2017
SUBJECT: **2016 HOUSING ELEMENT ANNUAL PROGRESS REPORT**
FISCAL
IMPACT: NONE

SUMMARY:

State law requires cities to prepare and submit an Annual Progress Report on the status and progress of implementing the goals within the City's certified Housing Element. Government Code Section 65700, exempts charter cities from preparing an Annual Progress Report on the status of the housing element. However, all cities including charter cities must submit an Annual Progress Report to be eligible for certain funding programs. This report is to be submitted to the City Council, the Governor's Office of Planning and Research, and the California Department of Housing and Community Development prior to April 1st of each year. This action receives and files the 2016 Housing Element Annual Progress Report.

RECOMMENDATION:

It is recommended that the City Council take the following action:

1. Receive and file the 2016 Housing Element Annual Progress Report.

DISCUSSION:

Government Code Section 65400 requires that the City provide the governing body, in this case the City Council, an Annual Progress Report (APR) on the status and progress in implementing the Housing Element using forms and definitions adopted by the California Department of Housing and Community Development (HCD). Government Code Section 65700, exempts charter cities from preparing an annual report on the status of the housing element. However, all cities including charter cities must submit an annual report to be eligible for certain funding programs. As stated by HCD, the APR is an important tool to facilitate implementation of a community's Housing Element and to track and monitor progress in addressing housing needs and goals. The APR includes information on a city's progress in fulfilling the Regional Housing Needs Allocation (RHNA), including the number of housing units permitted (that is, how many building permits pulled by developers) by defined income level, as well as, the status of programs in the housing element and efforts to remove governmental constraints.

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

The APR is to be provided to the Governor's Office of Planning and Research and the California Department of Housing and Community Development prior to April 1st of every year. Once reviewed by the City Council, staff will electronically submit the APRs to the Governor's Office of Planning and Research and the California Department of Housing and Community Development.

The APR is primarily a spreadsheet of required information regarding annual building activity broken down into pre-defined income levels (for example, very-low, low, and moderate). These income levels correspond to the regional housing need allocation as assigned by the Southern California Association of Governments (SCAG). As detailed in the City's Amendment to the Housing Element for the 2013-2021 Planning Period, which was adopted by the City Council on January 7, 2014, the City's current RHNA is 492 units. These numbers are based on proposed housing units to be built in addition to employment and population statistics. Those 492 units, which must be achieved in the planning period of 2013 to 2021, are broken down into the following income categories:

Income Level	2006-2014 Unfulfilled RHNA Units	2013-2021 RHNA Units	2013-2021 Total RHNA Units	Total Remaining RHNA by Income Level
Extremely Low	10	56	66	133
Very Low Income	11	56	67	
Low Income	17	81	98	
Moderate Income	0	90	90	59
Above Moderate Income	0	209	209	106
Total	38	492	530	396

During the prior Housing Element planning period of 2006-2014, Placentia was assigned a RHNA allocation of 98 units, of which 38 units were in the extremely-low, very-low and low income categories. Collectively, these three income categories are referred to as "low income." The City's total remaining RHNA by income level is 396.

Under state law, a density of 30 units/acre is considered necessary to facilitate low income housing. Because the City did not have adequate sites with zoning that allowed this density in the prior planning period, those 38 lower-income units must be carried over and accommodated in the new planning period. Therefore, the City's obligation for the 2013-2021 planning period is to provide sites with appropriate zoning to accommodate at least 231 units at a density of 30 units/acre or more. This requirement is expected to be satisfied within a new proposed Old Town Placentia zoning district or other re-zoning efforts near the proposed Metrolink station, as described in Program 1.8 on page 4-4 of the Housing Element for the 2013-2021 planning period. In addition, in FY 2017-18, the City will be examining the City-owned lots at Baker Street for workforce housing and will be soliciting Request for Proposals from qualified developers to build a high-quality workforce housing development in this area. In addition, the City is working with the Orange County Flood Control District to develop 49 affordable housing units for homeless and/or disabled Veterans. The proposed development, known as Placentia Veterans Village is expected

to begin construction in 2018 and be completed in 2019. As mutually agreed upon by the County of Orange and the City of Placentia, based on each agency's funding proportion, the City's total RHNA allocation for this project is seven (7). This will be reflected in the 2019 Housing Element Annual Progress Report, accordingly.

Prepared by:

Reviewed and approved:

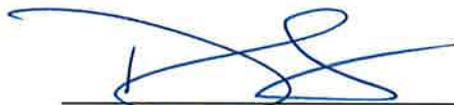


Jeannette Ortega
Economic Development Manager



Joseph M. Lambert
Director of Development Services

Reviewed and approved:



Damien R. Arrula
City Administrator

Attachment:

2016 Housing Element Annual Progress Report

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation (CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

Table A

Annual Building Activity Report Summary - New Construction Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information						Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions			
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development See Instructions	Deed Restricted Units See Instructions	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income					
Terraza Community (Beazer Homes)	SFR	O				22	22				
1540-1564 Spruce Street (HQT)	5+	O			10		10				
304 Morse Avenue	SU	O				1	1				
(9) Total of Moderate and Above Moderate from Table A3 ▶▶					0	0	0				
(10) Total by income Table A/A3 ▶▶					10	23	33				
(11) Total Extremely Low-Income Units*											

* Note: These fields are voluntary

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

Table A2
Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity	3	1		4	Housing Rehabilitation Program
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	3	1	0	4	

* Note: This field is voluntary

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate						0	
No. of Units Permitted for Above Moderate						0	

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT *Housing Element Implementation* (CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.		2014	2015	2016	2017	2018	2019	2020	2021	2022	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level	RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted Non-deed restricted	133										133
	Deed Restricted Non-deed restricted	98										98
Moderate	Deed Restricted Non-deed restricted	90										59
	Deed Restricted Non-deed restricted		11	10	10						31	
Above Moderate		209	35	45	23						103	106
Total RHNA by COG. Enter allocation number:		530										
Total Units ▶ ▶ ▶			0	55	33						134	396
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶												

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

Table C

Program Implementation Status

Program Description (By Housing Element Program Names)	Housing Programs Progress Report - Government Code Section 65583. Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.		
Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
HE-1.1: Manufactured Housing	Use of Manufactured Housing	1-Jun-10	Completed. Staff reviewed the use of manufactured housing and is encouraging manufactured housing use through contacting distributors for information.
HE-1.2: Locate Housing Near Transportation, Employment and Services	Proximity to transportation employment and services	Ongoing	Ongoing. This remains a high priority of the City as the construction of the Placentia Metrolink Station is scheduled for April of 2018. The City is reviewing Zoning Code Amendments to allow for Transit Oriented Development (TOD) near the future Metrolink Station. This Plan is scheduled for Council's consideration in April of 2017.
HE-1.3: Pursue County, State and Federal Funds	Increase use of County, State and Federal funds	Ongoing	Ongoing. The City is continually reviewing grant funding opportunities for housing developments and is actively pursuing County and State funds, including transportation circulation grants provided by the State Department of Transportation.
HE-1.4: Emergency Shelters and Transitional and Supportive Housing	Zoning for Emergency Shelters, transitional and supportive housing	1-Dec-09	Completed. On May 7, 2016 the City Council approved Ordinance No. O-2013-08 to amend Title 23 (Zoning Ordinance) of the Placentia Municipal Code Pertaining to Emergency Shelters, Supportive and Transitional Housing Facilities, Single Room Occupancies and Provisions for Reasonable Accommodations for Persons with Disabilities, including Standards and Procedures Therefore.
HE-1.5: Infrastructure Program	Reduce constraints associated with infrastructure	Ongoing	Ongoing. The City annually reviews development costs and opportunities for removing constraints due to the high cost of infrastructure improvements. The City is near built-out with infrastructure mostly in place. Infrastructure near proposed Metrolink Station is candidate for competitive grant funding.
HE-1.6: Development Processing System Review	Minimize development review/processing time	Ongoing 18 of 52	Ongoing. The City annually reviews its development processing procedures and has adopted several streamlined procedures in the last three years.

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

HE-1.7: Vacant and Underutilized Land Inventory	Inventory of vacant and underutilized land	Annual	Ongoing. The City provides the inventory of vacant and underutilized land upon request and routinely discusses these parcels with developers. For FY16-17, the City will be budgeting consulting services with an private economic development firm to assist with identifying up-to-date inventory of vacant and underutilized land.
HE-1.8: Adequate Sites for Housing Development	Rezone a minimum of 1.27 acres to permit residential development at a minimum density of 30 du/ac	1-Dec-09	Ongoing. The City suspended the completion of the Placentia Westgate Specific Plan. The City will rezone parcels after the General Plan is completed and/or as part of the rezoning efforts planned for the Old Town Placentia. These higher density zones will be reviewed in the environmental process associated with the General Plan Update.
HE-1.9: Monitoring of Constructed Units Based on Income Level	Tracking performance by income level	Ongoing	Ongoing. Forms have been developed to gain the information at the time a building permit is issued.
HE-1.10: Encourage Development of Housing for Extremely Low-Income Households	11 Extremely low income units by 2014	1-Jun-10	Ongoing. The City is reviewing incentive programs to implement. The City has increased its contacts with non-profit developers regarding affordable housing opportunities. The elimination of redevelopment set aside funds severely restricts this effort. However, the entitlement of 50 very low income unities by approval of the Veteran's Village project will contribute to achieving this goal.
HE-1.11: Amend the Density Bonus Ordinance	Review and Revise Density Bonus Ordinance	1-Dec-09	Completed. The City's density bonus ordinance was reviewed and the City will follow changes in State law relating to such bonuses.
HE-1.12: Development of Senior Housing	Senior Housing Development	Ongoing	Ongoing. The City provides incentives for senior housing development.
HE-1.13: Development of Housing for Larger Families	Housing Units with larger bedroom counts	1-Jun-10	Ongoing. The City has not implemented an incentive program. The elimination of redevelopment funds severely restricts this effort. The City is reviewing incentive programs to implement. The City has increased its contacts with non-profit developers regarding affordable housing opportunities.
HE-1.14: Housing for Persons with Special Needs	Housing Units for households with special needs	1-Jun-10	Ongoing/Completed. The City has not implemented an incentive program at this time and has identified a potential parcel for special need housing. This is the Placentia Veterans Village. Construction is scheduled to begin in late 2018 and will contribute to this implementation measure. The elimination of redevelopment funds severely restricts this effort.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

HE-1.15: Redevelopment Agency Housing Set-Aside Fund	20% of tax increment for Housing Set-Aside	Eliminated	Eliminated by the Governor and State Legislature. The elimination of redevelopment funds severely restricts our ability to create affordable housing.
HE-1.16: Transit-Oriented Development	Encourage Transit-Oriented Development	1-Dec-09	Completed and ongoing. The City continues to work with developers on Transit Oriented Development opportunities connected with the forthcoming Placentia Metrolink Station. Incentives include the utilization of City owned property as well as the development of zone amendments for the area surrounding the proposed facility which will encourage development of TOD. This TOD zone change is anticipated to be adopted by City Council in April, 2017.
HE-1.17: Single-Room Occupancy Units (SROs)	Amend Zoning Code to include SRO's	1-Dec-09	Completed. On May 7, 2016 the City Council approved Ordinance No. O-2013-08 to amend Title 23 (Zoning Ordinance) of the Placentia Municipal Code Pertaining to Emergency Shelters, Supportive and Transitional Housing Facilities, Single Room Occupancies and Provisions for Reasonable Accommodations for Persons with Disabilities, including Standards and Procedures Therefore.
HE-1.18: Review and Revise Residential Parking Requirements	Review/Revise residential parking requirements	1-Dec-09	Delayed and completed. The City will review and propose amendments to its residential parking requirements during the General Plan and Zoning Code updates. The City acknowledges that parking requirements for the zone amendments and TOD designated locations need to be consistent with the intent and concept of such development.
HE-1.19: Encourage and Facilitate Lot Consolidation	Encourage and Facilitate Lot Consolidation	1-Jun-10	Ongoing. The City is not in a financial position to incentivize lot consolidation but will address potential regulatory incentives through the General Plan, Zoning Code, and TOD Zone adoption update that encourages lot consolidation.
HE-2.1: Support of Regional Fair Housing Efforts	Fair Housing Activities	Ongoing	Ongoing. The City continues to support the Fair Housing Council of Orange County and to refer members of our community to the Council for counseling, mediation and low-cost advocacy for housing related needs.
HE-2.2: Section 8 Rental Assistance	167 Vouchers	Annual	Ongoing. The City continues to partner with the Orange County Housing Authority to receive vouchers for Placentia residents.

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

HE-2.3: Reasonable Accommodation Procedures	Adopt reasonable accommodation procedures	1-Dec-09	Completed. On May 7, 2016 the City Council approved Ordinance No. O-2013-08 to amend Title 23 (Zoning Ordinance) of the Placentia Municipal Code Pertaining to Emergency Shelters, Supportive and Transitional Housing Facilities, Single Room Occupancies and Provisions for Reasonable Accommodations for Persons with Disabilities, including Standards and Procedures Therefore.
HE-2.4: Comprehensive Housing Resource Directory	Housing Resource Directory	1-Jun-10	Completed. The City does not have the resources to develop its own directory but works with the Orange County Community Resources Department to provide information and direct residents to their online housing resource area for information.
HE-3.1: Community Based Neighborhood Rehabilitation	Conserve and Improve existing residential neighborhoods	Ongoing	Ongoing. The City created a Neighborhood Services Division in order to foster increased neighborhood services to include the coordination of CDBG funded rehabilitation. This Office is responsible for the rehabilitation program and is working with specific neighborhoods on community-centered programs.
HE-3.2: Neighborhood Identity	Creation of Neighborhood Identity	Ongoing	Ongoing. Through the City's Neighborhood Services Division, the City continues to work with neighborhoods to foster their sense of identification.
HE-3.3: Placentia Rehabilitation Grant Program	72 units provided rehabilitation grants	1-Jun-14	Ongoing. The City is very successful in implementing the CDBG rehabilitation program. The City is on track to exceed the identified number of units rehabilitated.
HE-3.4: Acquisition and Rehabilitation	18 units of acquired and/or rehabbed affordable housing units	1-Jun-14	Ongoing, but severely restricted due to the elimination of redevelopment. Due to demise of redevelopment, the City will not meet this goal.
HE-3.5: Energy Conservation	Programs for energy conservation/reduced utility costs	1-Dec-09	Completed and ongoing. The City has utilized federal Energy Efficiency & Conservation Block Grants to provide material and energy efficient products to residents in order to promote energy efficiency. Additionally on November 19, 2013 the City Council adopted Ordinance No. O-2013-08 pertaining to the new 2013 California Building Code and the City Council has authorized the incentivization of increased compliance with Title 24 through building permit fee reduction.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

HE-3.6. Sustainable Building Practices	Encourage Green Building practices	1-Dec-10	Completed and ongoing. The City has reviewed Green Building best practices and adopted the 2016 Green Building code. As more information is made available, the City will make it available on its website and at the Development Services counter for public consumption.
HE-3.7: Monitoring At-Risk Units	Encourage the preservation and extension of "at-risk" units. Prevent blight and deterioration in neighborhoods	1-Dec-10	Ongoing. The City continues to work with the County of Orange Community Resources department to target at-risk projects and seek assistance from the County and non-profit housing groups to continue monitoring and implementing a strategy to preserve such units. Separately, the City is currently partnering with a non-profit to possibly apply for a Federal grant.
HE-3.8: Vacant Building Ordinance	Prevent blight and deterioration in neighborhoods	Ongoing	Ongoing. On May 7, 2013 the City Council adopted Ordinance No. O-2013-02 pertaining to the maintenance and rehabilitation of long term boarded and vacant building. The City continues to enforce the Vacant Building Ordinance through its Code Enforcement and Planning Division. There is one large building on Yorba Linda Blvd that the City is working with its legal counsel address this ordinance.
HE-4.1 Partnerships with Housing Industry	Establish partnerships with non-profit and for-profit housing developers	Ongoing	Ongoing. The City began to establish, and continues to do so, relationships with non-profit and for-profit housing partners. The is currently working with a non-profit housing developer to build a Permanent Supportive Housing Development for Homeless Veterans in the City of Placentia.
HE-4..2: Participation in Continuum of Care Forum	Continue participating in the County of Orange Continuum of Care Forum	Ongoing	The City continues to participate with the County of Orange Continuum of Care Forum and has actively responded to the needs of the County in providing letters of support and other requested material in support of funding applications to the Federal government.

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Placentia
Reporting Period 1/1/2016 - 12/31/2016

General Comments:

The Planning Commission conducted a public hearing on September 24, 2013 and recommended that the City Council approve the Addendum to the Mitigated Negative Declaration and the amendment to the Housing Element of the Placentia General Plan for the 2013-2021 Planning Period. As required by state law, the draft Housing Element was also submitted for review by the California Department of Housing and Community Development ("HCD") and on November 22, 2013 HCD issued a letter stating that the draft element addresses the requirements of state law. On January 7, 2014 the City Council approved the Amendment to the Housing Element of the Placentia General Plan for the 2013-2021 Planning Period (General Plan Amendment 2013-01). The City is in the process of updating its General Plan.

ATTACHMENT B

Minute Order and County of Orange staff report dated June 22, 2021

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

ORANGE COUNTY BOARD OF SUPERVISORS
MINUTE ORDER
June 22, 2021

Submitting Agency/Department: County Counsel

Approve Memorandum of Agreement (MOA) with City of Placentia for housing needs allocations for future housing element planning periods for transfer of regional housing needs assessment shares; authorize Director of OC Public Works or designee to execute MOA; and make California Environmental Quality Act and other findings - District 4

The following is action taken by the Board of Supervisors:

APPROVED AS RECOMMENDED OTHER

Unanimous (1) DO: Y (2) FOLEY: Y (3) WAGNER: Y (4) CHAFFEE: Y (5) BARTLETT: Y

Vote Key: Y=Yes; N=No; A=Abstain; X=Excused; B.O.=Board Order

Documents accompanying this matter:

- Resolution(s)
- Ordinances(s)
- Contract(s)

Item No. S71B

Special Notes:

Copies sent to:

CoCo – Leon Page
OCPW – James Treadway

6/23/21



I certify that the foregoing is a true and correct copy of the Minute Order adopted by the Board of Supervisors, Orange County, State of California.
Robin Stieler, Clerk of the Board

By:
Deputy



County Executive Office

Memorandum

June 15, 2021

To: Clerk of the Board of Supervisors
From: Frank Kim, County Executive Officer
Subject: Exception to Rule 21

Digitally signed by Frank Kim
DN: cn=Frank Kim, o=County of Orange, ou=CEO,
email=frank.kim@ocgov.com, c=US
Date: 2021.06.15 08:32:06 -07'00'

CLERK OF THE BOARD
ORANGE COUNTY
BOARD OF SUPERVISORS

2021 JUN 15 AM 10: 58

RECEIVED

S71B

The County Executive Office is requesting a Supplemental Agenda Staff Report for the June 22, 2021, Board Hearing.

Agency: County Counsel
Subject: Memorandum of Agreement with City of Placentia
Districts: 4

Reason for supplemental: The Memorandum of Agreement, which provides for the transfer of Regional Housing Needs Assessment allocation shares between the County of Orange and City of Placentia, must be considered at the July 2021 Southern California Association of Governments meeting, for which finalized memorandums must be submitted June 23, 2021, to allow the County to incorporate the transfer of units from the County to the City in the County's October Housing Element Update.

Concur: 
Chairman, Andrew Do, Supervisor, First District

cc: Board of Supervisors
County Executive Office
County Counsel

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)



SUPPLEMENTAL AGENDA ITEM AGENDA STAFF REPORT

MEETING DATE: 6/22/2021
 LEGAL ENTITY TAKING ACTION: Board of Supervisors
 BOARD OF SUPERVISORS DISTRICT(S): 4
 SUBMITTING AGENCY/DEPARTMENT: County Counsel
 DEPARTMENT HEAD REVIEW: Leon Page
Digitally signed by Leon Page
DN: cn=Leon Page, o=County Counsel,
email=leon.page@ocgov.com, c=US
Date: 2021.06.14 14:39:43 -0700
Department Head Signature
 DEPARTMENT CONTACT PERSON(S): Leon J. Page (714) 834-3303
 James Treadway (714) 667-9700

RECEIVED
 2021 JUN 15 AM 10:58
 CLERK OF THE BOARD
 ORANGE COUNTY
 BOARD OF SUPERVISORS

SUBJECT: Memorandum of Agreement with City of Placentia

CEO CONCUR

Digitally signed by Frank Kim
 DN: cn=Frank Kim, o=County of
 Orange, ou=CEO,
 email=frank.kim@ocgov.com,
 c=US
 Date: 2021.06.15 08:31:36 -0700

CEO Signature

COUNTY COUNSEL REVIEW

Approve Agreement to Form

Action

County Counsel Signature

CLERK OF THE BOARD

Discussion

3 Votes Board Majority

Budgeted: N/A

Current Year Cost: N/A

Annual Cost: N/A

Staffing Impact: No

of Positions:

Sole Source: N/A

Current Fiscal Year Revenue: N/A

Funding Source: N/A

County Audit in last 3 years: No.

Prior Board Action: 12/4/2018 #38, 6/6/2017 #41, 1/24/2017 #39, 12/13/2016 #55

RECOMMENDED ACTION(S):

1. Find that the subject activity is not a project within the meaning of CEQA Guidelines Section 15378 and is therefore not subject to review under CEQA.
2. Approve Memorandum of Agreement Between the County of Orange and the City of Placentia Regarding Housing Needs Allocations for Future Housing Element Planning Periods to provide for the transfer of Regional Housing Needs Assessment allocation shares between the County of Orange and City of Placentia.
3. Authorize the Director of OC Public Works or designee to execute the Memorandum of Agreement in substantially the same form as Attachment A.

SUMMARY: Approval of the Memorandum of Agreement for the property located at 1945 East Veterans Way within the City of Placentia will support the County of Orange's Sixth Cycle Housing Element Update efforts to attain its Regional Housing Needs Assessment allocation.

BACKGROUND INFORMATION:

On December 9, 2014, the Board of Supervisors (Board) authorized issuance of the 2014 Affordable Housing Project-Based Voucher Notice of Funding Availability (2014 NOFA). The 2014 NOFA provided up to 30 United States Department of Housing and Urban Development (HUD) Veterans Affairs Supportive Housing (HUD-VASH) Project-Based Vouchers to qualified, for profit or not-for profit developers, on a first-come, first-served basis. The objective of the 2014 NOFA was to support the development of permanent supportive housing for homeless veterans, which is consistent with the 10-Year Plan to End Homelessness. On February 23, 2016, the Board approved a commitment of 14 HUD-VASH Project-Based Vouchers, bringing the total amount of HUD-VASH Project-Based Vouchers remaining under the 2014 NOFA to 16.

On November 10, 2015, the Board approved issuance of the 2016 Permanent Supportive Housing Notice of Funding Availability (2016 PSH NOFA). The objective of the 2016 PSH NOFA was to provide up to \$8 million in Orange County Housing Successor Agency funds and federal HOME Investment Partnerships Program funds and up to 100 Project-Based Vouchers for the acquisition, new construction and rehabilitation of permanent affordable supportive housing for Orange County's extremely low-income households experiencing homelessness. The 2016 PSH NOFA is one of the strategies implemented by the County to align resources to end homelessness through the development of permanent supportive housing.

In August 2016, the Orange County Housing Authority successfully pursued an opportunity to secure 63 HUD-VASH Project-Based Vouchers directly from HUD. The Board approved acceptance of the vouchers on December 13, 2016. On June 6, 2017, OC Community Resources received Board approval to add these 63 HUD-VASH Project-Based Vouchers to the 2014 NOFA for a total of 79 HUD-VASH Project-Based Vouchers remaining available under the 2014 NOFA.

Mercy Housing California (Mercy) responded to both the 2014 NOFA and 2016 PSH NOFA with applications for a new construction affordable rental housing development, Placentia Veterans Village (Development).

Development

In November 2015, County Executive Office/Real Estate, on behalf of the Orange County Flood Control District (District), as owner of the property located at 1945 East Veterans Way (previously referred to as 1924 Orangeview Avenue) (Property) in the City of Placentia (City), near the intersection of East Orangethorpe Avenue and Lakeview Avenue north of the Atwood Flood Control Channel, released a Request for Proposal, seeking qualified, responsible bids for a long-term ground lease for the Development and use of the Property consistent with and achieving flood control purposes. On March 15, 2016, the Board selected Mercy as the primary developer for the Development. On April 26, 2016, the Board approved an Option Agreement with Mercy to conduct technical studies to support a zone change and general plan amendment and to secure funding for the Development. On January 24, 2017, the Board approved a lease agreement, which allows Mercy to develop the Development for 49 homeless and/or disabled United States Veterans. On June 6, 2017, the Board approved funding in the amount of \$2,754,000, and 49 Project-Based VASH vouchers for the Development and subsequent revisions to the financing on December 4, 2018, along with amendment to the Lease and Regulatory Agreement.

Construction of the Development was completed in Summer 2020. The Development consists of a 3.65-acre site comprised of two parcels within the City. The primary 2.34-acre parcel is owned by the District and the adjacent parcel is owned by a private party. The Development includes 50 furnished apartment homes for f49 veterans and one on-site manager, a courtyard, community garden, recreation room, energy efficient design and appliances, computer room and resident services offices. The state-of-the-art Development is Leadership in Energy and Environmental Design Gold certified, utilizing energy efficient design principles and building materials. The Development also provides a wide range of on-site services such as job training, job placement, United States Department of Veterans Administration benefits assistance and healthcare and wellness programs.

Memorandum of Agreement (MOA)

The Development is a prime example of a mutually beneficial intraregional public-private partnership, aligning resources to end homelessness by providing supportive housing to formerly homeless households and creating housing stability and security for households with extremely low income in Orange County.

On March 21, 2017, the City Council discussed its intent to absorb a number of agreed upon Regional Housing Needs Assessment (RHNA) units from the County’s RHNA unit allocation based on the development of Placentia Veterans Village, and later authorized the City Manager to sign the MOA, which provides for the transfer of RHNA allocation units between the County and City. In 2018, the City contributed a residual receipts loan in the amount of \$582,850 in deferral of impact fees for the development of Placentia Veterans Village.

The City currently has local land use authority and is legally entitled to receive RHNA credit for all the units within the Development. However, since the County contributed both funds and project-based vouchers towards the Development, and the primary parcel is owned by the District, the City has agreed to transfer twenty-four (24) total RHNA units, which equates to nearly half of the total units in the Development. In particular, 12 very low-income and 12 moderate-income RHNA units would be transferred from the County’s RHNA unit allocation to the City’s RHNA allocation through the City-approved MOA (see Attachment A). The County desires to rely on this Project to meet certain affordable housing needs obligation imposed on the County by state law.

The MOA is permissible under Government Code Section 65584.07, which provides for the transfer of the County’s RHNA allocation obligation to the City for the Sixth Cycle Housing Element planning period (2021-2029).

This MOA is conditioned upon approval by the Southern California Association of Governments (SCAG). If approved, the MOA would result in reduction of the County's RHNA allocation of very low-income units by 12 units and increase the City's RHNA share of very low-income units by 12 units from the County's RHNA allocation. In addition, the County's RHNA allocation of moderate-income units would also be reduced by 12 and the City's RHNA share of the moderate-income units would increase proportionally in accordance with state law. SCAG’s approval would have a beneficial impact upon the County’s Sixth Cycle RHNA allocation as established by SCAG.

Compliance with CEQA: This action is not a project within the meaning of CEQA Guidelines Section 15378 and is therefore not subject to CEQA, since it does not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. The approval of this agenda item does not commit the County to a definite course of action in regards to a project since it is for the approval of the Agreement, which will support the intraregional collaboration between County of Orange and City of Placentia on the development of supportive housing

in Orange County. This proposed activity is therefore not subject to CEQA. Any future action connected to this approval that constitutes a project will be reviewed for compliance with CEQA.

FINANCIAL IMPACT:

N/A

STAFFING IMPACT

N/A

REVIEWING AGENCIES:

OC Public Works

ATTACHMENT(S):

Attachment A - Memorandum of Agreement Between the County of Orange and the City of Placentia Regarding Housing Needs Allocations for upcoming Sixth Cycle Housing Element
Attachment B - Government Code Section 65584.07

**MEMORANDUM OF AGREEMENT
BETWEEN THE COUNTY OF ORANGE AND THE CITY OF PLACENTIA
REGARDING REGIONAL HOUSING NEEDS ALLOCATIONS FOR FUTURE
HOUSING ELEMENT PLANNING PERIODS**

This Memorandum of Agreement ("**MOU**") between the COUNTY OF ORANGE, a political subdivision of the State of California ("**County**") and the CITY OF PLACENTIA, a municipal corporation ("**City**"), is dated, for the convenience of the parties, as the first date upon which it is executed by both the County and the City, as shown by the signatures of their authorized representatives below, and the various obligations established hereby shall take effect as provided herein.

RECITALS

A. The Orange County Board of Supervisors approved a loan in the amount of \$2,754,000 on June 6, 2017, toward the completion of 24 units within a housing project (the "**Project**") on that certain real property located within the City of Placentia, County of Orange, State of California, and more particularly described in **Exhibit "A"** attached hereto and incorporated herein (the "**Property**").

B. The Orange County Board of Supervisors, acting as the Board of Commissioners to the Orange County Housing Authority, also approved the use of 49 Project-Based Housing Choice Vouchers, to further assist in the success of this Project.

C. The County desires to rely on housing proposed as part of the Project to meet certain affordable housing obligations imposed on the County by state law. Pursuant to Article 10.6 (the "**Housing Element Law**") (Government Code sections 65580 - 65589.8) of Chapter 3 of the Planning and Zoning Law, the Southern California Association of Governments ("**SCAG**") periodically adopts and assigns a Regional Housing Needs Assessment ("**RHNA**") allocation for each county and city in the County of Orange, including Orange County and the City of Placentia. Under the Housing Element Law, each city and county must periodically revise the housing element of its general plan utilizing the latest RHNA allocation adopted by SCAG. The next required revision to the housing elements of the City and County is designated as the sixth required revision by Government Code Section 65588, and is identified by SCAG as the 2021-2029 housing element planning period ("2021-29 Planning Period").

D. The City has expressed interest in entering into a RHNA allocation transfer agreement as allowed under Government Code Section 65584.07 or any successor statute ("**Section 65584.07**") providing for the transfer to the City of Placentia of some share of the County's RHNA allocation obligation for the sixth housing element planning period. This MOU is intended by the County and the City to serve as the RHNA allocation transfer agreement as may be amended pursuant to Section 14 of this agreement and to attain approval by SCAG.

E. Approval and successful implementation of the MOU will allow the County to meet its RHNA for the 2021-29 Planning Period and obtain a certified housing element. This MOU provides for RHNA allocation transfers from the County to the City in the 2021-29 Planning Period.

F. The Parties agree that, notwithstanding any prior communications regarding this matter, this MOU is the final agreement concerning this matter and is binding on the Parties.

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreements contained herein, the Parties hereto mutually agree as follows:

1. Housing Site. The “Housing Site” is shown graphically in **Exhibit “B,”** attached hereto and incorporated by reference, and is identified as 1945 E. Veterans Way, Placentia CA 92870, APNs: 346-331-19 and APN: 346-241-02. In 2017, the City re-zoned the Housing Site to R-3 (High Density Multiple Family District) to qualify as an available site zoned for extremely low and low income households pursuant to several Goals and Programs adopted as part of the City of Placentia State Certified 2013-2021 Housing Element. The City issued residential building permits for construction of affordable housing on the Housing Site during the 2013-2021 Planning Period. Occupancy Permits were also issued for affordable housing on the Housing Site during the 2013-2021 Planning Period. The Housing Site remains in the City’s jurisdiction, within the corporate boundaries of the City of Placentia.

2. Transfer of RHNA Allocation Shares.

a. Very Low-Income Unit Transfer. For the 2021-29 RHNA Planning Period (or as that planning period may be adjusted by SCAG, the Department of Housing and Community Development, or statute), upon SCAG’s adoption of a final RHNA, the County and City shall jointly apply to SCAG to transfer 12 units from the County’s RHNA allocation to the City. This would result in a reduction of the County’s RHNA allocation of very-low units by 12 units and an increase to the City’s RHNA allocation of very-low units by 12 units, as provided for and in conformance with the requirements of Government Code section 65584.07. Accordingly, upon SCAG’s approval, the City’s RHNA allocation of very -low units will increase by 12 units and the County’s RHNA allocation of very -low units shall decrease by 12 units, as allowed under Government Code section 65584.07. For purposes of this paragraph, “very low-income units” shall mean units where the household income for eligibility to live in the unit does not exceed 30% of the local area median income (AMI) as established by state and federal law.

b. Moderate Unit Transfer. Additionally, the County’s RHNA allocation of moderate-income units shall be reduced proportionally in conformance with the requirements of Government Code section 65584.07. To fulfill the obligations set forth in Government Code section 65584.07, the County and City shall jointly apply to SCAG to transfer 12 moderate units from the County’s RHNA allocation to the City. This would result in a reduction of to reduce the County’s RHNA allocation of moderate units by 12 units and to an increase to the City’s RHNA share allocation of moderate units by 12 units of the County’s original RHNA allocation. Accordingly, upon SCAG’s approval, the City’s share of its RHNA allocation of moderate units will increase by 12 units of the County’s original allocation and the County’s RHNA allocation of moderate will decrease by 12 units of the County’s original allocation. For purposes of this paragraph, “moderate units” shall mean units where the household income for eligibility to live in the unit does not exceed

120% of the local area median income (AMI) as established by state and federal law.

- c. The Parties agree that the land and financial commitments found in the Recitals to assist in the success of the Project is full and adequate consideration for the RHNA allocation transfers contemplated in this Section 2.

3. RHNA Methodologies; Parties Obligations. SCAG may determine the City and County's RHNA for the 2021-2029 Planning Period and subsequent revisions of the housing element in one of two ways. SCAG may make the determination based on its methodology adopted under Government Code Section 65584.04. Upon SCAG's adoption of a final RHNA, the County and City shall jointly apply to SCAG to reduce the County's RHNA allocation as described in Section 2., above, and to increase the City's RHNA allocation as described in Section 2., above.

4. Cooperation. The City and County shall take all steps reasonably necessary to comply with the Government Code section 65584.07 to implement this MOU, including but not limited to, providing the appropriate documentation to SCAG or any other agency, as required. The parties agree to work together to obtain SCAG and any other approval where required to effectuate this MOU. City further agrees that it will utilize the revised RHNA allocation that includes the transfer of RHNA shares contemplated by this MOU in preparing the City's 2021-2029 Planning Period and subsequent housing element revisions, as applicable.

5. Indemnification. City shall, to the extent permitted by law, indemnify, defend, and hold harmless the County and its officers, agents, and employees, from and against any claim, action, suit, proceeding, loss, cost, damage, liability, deficiency, fine, penalty, punitive damage, or expense (including, without limitation, attorneys' fees), resulting from, arising out of, or based upon the negligence or wrongful act or omission of City or its City Council, boards and commissions, officers, agents, volunteers, or employees, in approving this MOU.

County shall, to the extent permitted by law, indemnify, defend, and hold harmless the City and its officers, agents, and employees, from and against any claim, action, suit, proceeding, loss, cost, damage, liability, deficiency, fine, penalty, punitive damage, or expense (including, without limitation, attorney's fees), resulting from, arising out of, or based upon the negligence or wrongful act or omission of County or its Board of Supervisors, committees and commissions, officers, agents, volunteers, employees, in approving this MOU.

6. Time. Time is of the essence in this MOU.

7. Management. Except as otherwise provided in this MOU, the approval of both the City and County shall be required for decisions regarding management and disposition of the Joint Property.

8. Successors and Assigns. This MOU shall be binding upon and shall inure to the benefit of the County and City and their respective heirs, personal representatives, successors and assigns. Neither Party shall have the right to assign this MOU or any interest or right under this MOU without the prior written consent of the other Party.

9. No Attorneys' Fees. In any action between the Parties to interpret, enforce, award, modify or rescind any of the terms or provisions of this MOU, or any action otherwise commenced or taken in connection with this MOU, both Parties shall be responsible for their respective litigation costs and attorneys' fees, except as provided in Section 5, above, regarding indemnity.

10. Jurisdiction and Venue. This MOU shall be construed under the laws of the State of California in effect at the time of the signing of this MOU. The Parties consent to the jurisdiction of the California courts with venue in County of Orange.

11. Titles and Captions. Titles and captions are for convenience of reference only and do not define, describe or limit the scope or the intent of this MOU or of any of its terms. Reference to section numbers are to sections in this MOU, unless expressly stated otherwise.

12. Interpretation. As used in this MOU, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others where and when the context so dictates. The word "including" shall be construed as if followed by the words "without limitation." This MOU shall be interpreted as though prepared jointly by both Parties.

13. No Waiver. A waiver by either Party of a breach of any of the covenants, conditions or agreements under this MOU to be performed by the other Party shall not be construed as a waiver of any other such breach or succeeding breach or of the same or other covenants, agreements, restrictions or conditions of this MOU.

14. Modifications. Any alteration, change or modification of or to this MOU, to become effective, shall be made in writing and in each instance signed on behalf of each Party.

15. Severability. If any term, provision, condition or covenant of this MOU or its application to any Party or circumstances shall be held, to any extent, invalid or unenforceable, the remainder of this MOU, and the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law.

16. Cooperation. Each Party agrees to cooperate with the other in the execution of this MOU and, in that regard, to sign any and all documents which may be reasonably necessary, helpful, or appropriate to carry out the purposes and intent of this MOU including, but not limited to, releases or additional agreements.

17. Counterparts. This MOU may be signed in multiple counterparts which, when signed by all Parties, shall constitute a binding agreement.

18. Notices. Any notice requirement set forth herein shall be in writing and delivered to the appropriate party at the address listed in this subparagraph. Addresses for notice may be changed from time to time by written notice to the other party. All communications shall be effective when actually received; provided, however, that nonreceipt of any communication as the result of a change in address of which the sending party was not notified or as the result of a refusal to accept delivery shall be deemed receipt of such communication.

To County: County of Orange
Attn: County Executive Office, Real Estate
333 W. Santa Ana Boulevard, 3rd Floor
Santa Ana, CA 92701

To City: City of Placentia
Attn: City Administrator, Damien R. Arrula
401 E. Chapman Avenue
Placentia, CA 92870

IN WITNESS WHEREOF, the Parties hereto have caused this MOU to be executed by their respective governing bodies on the dates set forth opposite their signatures.

COUNTY:
COUNTY OF ORANGE, a political
subdivision of the State of California

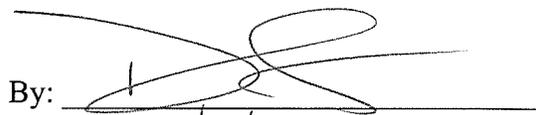
By: _____
Dated: _____
Name: _____
Title: _____

APPROVED AS TO FORM:
OFFICE OF COUNTY COUNSEL
ORANGE COUNTY, CALIFORNIA

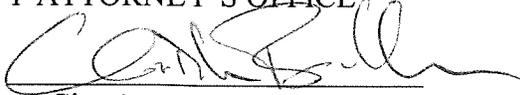
By: Nicole Walsh
Deputy

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

CITY:
CITY OF PLACENTIA, a municipal
corporation

By: 
Dated: 04/29/21
Damien R. Amala
City Administrator

APPROVED AS TO FORM:
CITY ATTORNEY'S OFFICE

By: 
City Attorney

ATTEST:

By: 
City Clerk

Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

Exhibit A

PARCEL A:

A PORTION OF LOT 4, IN BLOCK 35 OF "YORBA LINDA TRACT", IN THE CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 5, PAGES 17 AND 18 OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF SAID LOT 4, WHICH SAID LOT IS DISTANT NORTHERLY, MEASURED ALONG SAID WEST LINE, 248.77 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 4, AND RUNNING;

THENCE FROM SAID POINT OF BEGINNING, EASTERLY PARALLEL WITH THE SOUTH LINE OF SAID LOT 4, 123.81 FEET TO A POINT;
 THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID LOT 4, 283.90 FEET TO A POINT IN THE NORTHERLY LINE OF SAID 4;
 THENCE WESTERLY ALONG SAID NORTHERLY LINE 122.94 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
 THENCE SOUTHERLY ALONG THE WEST LINE OF LOT 4, 300.79 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN DEED TO THE ORANGE COUNTY FLOODCONTROL RECORDED DECEMBER 17, 1962 RECORDED IN BOOK 6361, PAGE 450 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND AS CONDEMNED BY THE ORANGE COUNTY TRANSPORTATION AUTHORITY, A PUBLIC AGENCY AS SET FORTH AND DESCRIBED IN THAT CERTAIN DOCUMENT RECORDED MAY 19, 2014 AS INSTRUMENT NO. 2014000193187 OF OFFICIAL RECORDS.

PARCEL B1:

A STRIP OF LAND 65.00 FEET WIDE IN LOT 3, BLOCK 36 OF THE YORBA LINDA TRACT, IN THE CITY OF YORBA LINDA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 5, PAGES 17 AND 18 OF MISCELLANEOUS MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID STRIP LYING 28.00 FEET NORTHERLY AND 37.00 FEET SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE CENTERLINE OF FEE ANA STREET DISTANT SOUTH 0°23'34" EAST, 323.72 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF ORANGETHORPE AVENUE;
 THENCE NORTH 89°37'35" EAST, 61.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 500.00 FEET;
 THENCE EASTERLY 132.18 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°08'48";
 THENCE TANGENT TO SAID CURVE SOUTH 75°13'37" EAST, 912.31 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 1000.00 FEET;
 THENCE EASTERLY 126.29 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 7°14'09";
 THENCE TANGENT TO SAID CURVE SOUTH 82°27'46" EAST, 312.63 FEET TO A POINT ON THE CENTERLINE OF TAYLOR STREET DISTANT SOUTH 0°48'16" EAST, 413.51 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF SAID ORANGETHORPE AVENUE SAID CENTERLINE IS LOCATED EASTERLY OF SAID CENTERLINE OF TAYLOR STREET.
 EXCEPT THAT PORTION THEREOF AS DESCRIBED IN THE DEED TO ELMER DE LOS REYES ET. UX., RECORDED SEPTEMBER 12, 1950 IN BOOK 2070, PAGE 205 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER.

EXCEPTING THEREFROM ALL MINERALS, GAS, OIL, PETROLEUM, NAPHTHA AND OTHER HYDROCARBON SUBSTANCES BELOW THE DEPTH OF 500 FEET FROM THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, SUBJECT TO THE EXPRESS LIMITATION THAT THE FOREGOING RESERVATION SHALL IN NO WAY BE INTERPRETED TO INCLUDE ANY RIGHT OF ENTRY IN AND UPON THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, OR THE FIRST 500 FEET OF THE SUBSURFACE THEREOF, AS SET FORTH IN GRANT DEED RECORDED MAY 23, 1963 IN BOOK 6559, PAGE 709 OF OFFICIAL RECORDS.

PARCEL B2:

THAT PORTION OF LOT 3, BLOCK 36 OF THE YORBA LINDA TRACT, IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 5, PAGES 17 AND 18 OF MISCELLANEOUS MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, THAT LIES NORTHERLY OF A LINE WHICH IS NORTHERLY 28.00 FEET FROM AND PARALLEL AND CONCENTRIC WITH THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE CENTERLINE OF FEE ANA STREET DISTANT SOUTH $0^{\circ}23'34''$ EAST, 323.72 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF ORANGETHORPE AVENUE;
 THENCE NORTH $89^{\circ}37'35''$ EAST 61.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 500.00 FEET;
 THENCE EASTERLY 132.18 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF $15^{\circ}08'48''$;
 THENCE TANGENT TO SAID CURVE SOUTH $75^{\circ}13'37''$ EAST, 912.31 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 1000.00 FEET;
 THENCE EASTERLY 126.29 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF $7^{\circ}14'09''$;
 THENCE TANGENT TO SAID CURVE SOUTH $82^{\circ}27'46''$ EAST, 312.63 FEET TO A POINT ON THE CENTERLINE OF TAYLOR STREET DISTANT SOUTH $0^{\circ}48'16''$ EAST, 413.51 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF SAID ORANGETHORPE AVENUE AS SAID CENTERLINE IS LOCATED EASTERLY OF SAID CENTERLINE OF TAYLOR STREET.

EXCEPT THAT PORTION THEREOF AS DESCRIBED IN THE DEED TO ELMER DE LOS REYES ET. UT., RECORDED SEPTEMBER 12, 1950 IN BOOK 2070, PAGE 205 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER.

EXCEPTING THEREFROM ALL MINERALS, GAS, OIL, PETROLEUM, NAPHTHA AND OTHER HYDROCARBON SUBSTANCES BELOW THE DEPTH OF 500 FEET FROM THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, SUBJECT TO THE EXPRESS LIMITATION THAT THE FOREGOING RESERVATION SHALL IN NO WAY BE INTERPRETED TO INCLUDE ANY RIGHT OF ENTRY IN AND UPON THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, OR THE FIRST 500 FEET OF THE SUBSURFACE THEREOF, AS SET FORTH IN GRANT DEED RECORDED MAY 23, 1963 IN BOOK 6559, PAGE 709 OF OFFICIAL RECORDS.

APN: 346-331-19 AND APN: 346-241-02

Exhibit B

1945 E. Veterans Way
Placentia, Ca 92870
APN: 346-331-19 & 346-241-02



Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)

**State of California****GOVERNMENT CODE****Section 65584**

65584. (a) (1) For the fourth and subsequent revisions of the housing element pursuant to Section 65588, the department shall determine the existing and projected need for housing for each region pursuant to this article. For purposes of subdivision (a) of Section 65583, the share of a city or county of the regional housing need shall include that share of the housing need of persons at all income levels within the area significantly affected by the general plan of the city or county.

(2) It is the intent of the Legislature that cities, counties, and cities and counties should undertake all necessary actions to encourage, promote, and facilitate the development of housing to accommodate the entire regional housing need, and reasonable actions should be taken by local and regional governments to ensure that future housing production meets, at a minimum, the regional housing need established for planning purposes. These actions shall include applicable reforms and incentives in Section 65582.1.

(3) The Legislature finds and declares that insufficient housing in job centers hinders the state's environmental quality and runs counter to the state's environmental goals. In particular, when Californians seeking affordable housing are forced to drive longer distances to work, an increased amount of greenhouse gases and other pollutants is released and puts in jeopardy the achievement of the state's climate goals, as established pursuant to Section 38566 of the Health and Safety Code, and clean air goals.

(b) The department, in consultation with each council of governments, shall determine each region's existing and projected housing need pursuant to Section 65584.01 at least two years prior to the scheduled revision required pursuant to Section 65588. The appropriate council of governments, or for cities and counties without a council of governments, the department, shall adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county at least one year prior to the scheduled revision for the region required by Section 65588. The allocation plan prepared by a council of governments shall be prepared pursuant to Sections 65584.04 and 65584.05.

(c) Notwithstanding any other provision of law, the due dates for the determinations of the department or for the council of governments, respectively, regarding the regional housing need may be extended by the department by not more than 60 days if the extension will enable access to more recent critical population or housing data from a pending or recent release of the United States Census Bureau or the Department of Finance. If the due date for the determination of the department or the council of governments is extended for this reason, the department shall extend the corresponding

housing element revision deadline pursuant to Section 65588 by not more than 60 days.

(d) The regional housing needs allocation plan shall further all of the following objectives:

(1) Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households.

(2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

(3) Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

(4) Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

(5) Affirmatively furthering fair housing.

(e) For purposes of this section, "affirmatively furthering fair housing" means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

(f) For purposes of this section, "household income levels" are as determined by the department as of the most recent American Community Survey pursuant to the following code sections:

(1) Very low incomes as defined by Section 50105 of the Health and Safety Code.

(2) Lower incomes, as defined by Section 50079.5 of the Health and Safety Code.

(3) Moderate incomes, as defined by Section 50093 of the Health and Safety Code.

(4) Above moderate incomes are those exceeding the moderate-income level of Section 50093 of the Health and Safety Code.

(g) Notwithstanding any other provision of law, determinations made by the department, a council of governments, or a city or county pursuant to this section or Section 65584.01, 65584.02, 65584.03, 65584.04, 65584.05, 65584.06, 65584.07, or

65584.08 are exempt from the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(Amended by Stats. 2018, Ch. 989, Sec. 1.5. (AB 1771) Effective January 1, 2019.)

ATTACHMENT C

Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
BETWEEN THE COUNTY OF ORANGE AND THE CITY OF PLACENTIA
REGARDING REGIONAL HOUSING NEEDS ALLOCATIONS FOR FUTURE
HOUSING ELEMENT PLANNING PERIODS**

This Memorandum of Agreement ("**MOU**") between the COUNTY OF ORANGE, a political subdivision of the State of California ("**County**") and the CITY OF PLACENTIA, a municipal corporation ("**City**"), is dated, for the convenience of the parties, as the first date upon which it is executed by both the County and the City, as shown by the signatures of their authorized representatives below, and the various obligations established hereby shall take effect as provided herein.

RECITALS

A. The Orange County Board of Supervisors approved a loan in the amount of \$2,754,000 on June 6, 2017, toward the completion of 24 units within a housing project (the "**Project**") on that certain real property located within the City of Placentia, County of Orange, State of California, and more particularly described in **Exhibit "A"** attached hereto and incorporated herein (the "**Property**").

B. The Orange County Board of Supervisors, acting as the Board of Commissioners to the Orange County Housing Authority, also approved the use of 49 Project-Based Housing Choice Vouchers, to further assist in the success of this Project.

C. The County desires to rely on housing proposed as part of the Project to meet certain affordable housing obligations imposed on the County by state law. Pursuant to Article 10.6 (the "**Housing Element Law**") (Government Code sections 65580 - 65589.8) of Chapter 3 of the Planning and Zoning Law, the Southern California Association of Governments ("**SCAG**") periodically adopts and assigns a Regional Housing Needs Assessment ("**RHNA**") allocation for each county and city in the County of Orange, including Orange County and the City of Placentia. Under the Housing Element Law, each city and county must periodically revise the housing element of its general plan utilizing the latest RHNA allocation adopted by SCAG. The next required revision to the housing elements of the City and County is designated as the sixth required revision by Government Code Section 65588, and is identified by SCAG as the 2021-2029 housing element planning period ("2021-29 Planning Period").

D. The City has expressed interest in entering into a RHNA allocation transfer agreement as allowed under Government Code Section 65584.07 or any successor statute ("**Section 65584.07**") providing for the transfer to the City of Placentia of some share of the County's RHNA allocation obligation for the sixth housing element planning period. This MOU is intended by the County and the City to serve as the RHNA allocation transfer agreement as may be amended pursuant to Section 14 of this agreement and to attain approval by SCAG.

E. Approval and successful implementation of the MOU will allow the County to meet its RHNA for the 2021-29 Planning Period and obtain a certified housing element. This MOU provides for RHNA allocation transfers from the County to the City in the 2021-29 Planning Period.

F. The Parties agree that, notwithstanding any prior communications regarding this matter, this MOU is the final agreement concerning this matter and is binding on the Parties.

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreements contained herein, the Parties hereto mutually agree as follows:

1. Housing Site. The “Housing Site” is shown graphically in **Exhibit “B,”** attached hereto and incorporated by reference, and is identified as 1945 E. Veterans Way, Placentia CA 92870, APNs: 346-331-19 and APN: 346-241-02. In 2017, the City re-zoned the Housing Site to R-3 (High Density Multiple Family District) to qualify as an available site zoned for extremely low and low income households pursuant to several Goals and Programs adopted as part of the City of Placentia State Certified 2013-2021 Housing Element. The City issued residential building permits for construction of affordable housing on the Housing Site during the 2013-2021 Planning Period. Occupancy Permits were also issued for affordable housing on the Housing Site during the 2013-2021 Planning Period. The Housing Site remains in the City’s jurisdiction, within the corporate boundaries of the City of Placentia.

2. Transfer of RHNA Allocation Shares.

a. Very Low-Income Unit Transfer. For the 2021-29 RHNA Planning Period (or as that planning period may be adjusted by SCAG, the Department of Housing and Community Development, or statute), upon SCAG’s adoption of a final RHNA, the County and City shall jointly apply to SCAG to transfer 12 units from the County’s RHNA allocation to the City. This would result in a reduction of the County’s RHNA allocation of very-low units by 12 units and an increase to the City’s RHNA allocation of very-low units by 12 units, as provided for and in conformance with the requirements of Government Code section 65584.07. Accordingly, upon SCAG’s approval, the City’s RHNA allocation of very -low units will increase by 12 units and the County’s RHNA allocation of very -low units shall decrease by 12 units, as allowed under Government Code section 65584.07. For purposes of this paragraph, “very low-income units” shall mean units where the household income for eligibility to live in the unit does not exceed 30% of the local area median income (AMI) as established by state and federal law.

b. Moderate Unit Transfer. Additionally, the County’s RHNA allocation of moderate-income units shall be reduced proportionally in conformance with the requirements of Government Code section 65584.07. To fulfill the obligations set forth in Government Code section 65584.07, the County and City shall jointly apply to SCAG to transfer 12 moderate units from the County’s RHNA allocation to the City. This would result in a reduction of to reduce the County’s RHNA allocation of moderate units by 12 units and to an increase to the City’s RHNA share allocation of moderate units by 12 units of the County’s original RHNA allocation. Accordingly, upon SCAG’s approval, the City’s share of its RHNA allocation of moderate units will increase by 12 units of the County’s original allocation and the County’s RHNA allocation of moderate will decrease by 12 units of the County’s original allocation. For purposes of this paragraph, “moderate units” shall mean units where the household income for eligibility to live in the unit does not exceed

120% of the local area median income (AMI) as established by state and federal law.

- c. The Parties agree that the land and financial commitments found in the Recitals to assist in the success of the Project is full and adequate consideration for the RHNA allocation transfers contemplated in this Section 2.

3. RHNA Methodologies; Parties Obligations. SCAG may determine the City and County's RHNA for the 2021-2029 Planning Period and subsequent revisions of the housing element in one of two ways. SCAG may make the determination based on its methodology adopted under Government Code Section 65584.04. Upon SCAG's adoption of a final RHNA, the County and City shall jointly apply to SCAG to reduce the County's RHNA allocation as described in Section 2., above, and to increase the City's RHNA allocation as described in Section 2., above.

4. Cooperation. The City and County shall take all steps reasonably necessary to comply with the Government Code section 65584.07 to implement this MOU, including but not limited to, providing the appropriate documentation to SCAG or any other agency, as required. The parties agree to work together to obtain SCAG and any other approval where required to effectuate this MOU. City further agrees that it will utilize the revised RHNA allocation that includes the transfer of RHNA shares contemplated by this MOU in preparing the City's 2021-2029 Planning Period and subsequent housing element revisions, as applicable.

5. Indemnification. City shall, to the extent permitted by law, indemnify, defend, and hold harmless the County and its officers, agents, and employees, from and against any claim, action, suit, proceeding, loss, cost, damage, liability, deficiency, fine, penalty, punitive damage, or expense (including, without limitation, attorneys' fees), resulting from, arising out of, or based upon the negligence or wrongful act or omission of City or its City Council, boards and commissions, officers, agents, volunteers, or employees, in approving this MOU.

County shall, to the extent permitted by law, indemnify, defend, and hold harmless the City and its officers, agents, and employees, from and against any claim, action, suit, proceeding, loss, cost, damage, liability, deficiency, fine, penalty, punitive damage, or expense (including, without limitation, attorney's fees), resulting from, arising out of, or based upon the negligence or wrongful act or omission of County or its Board of Supervisors, committees and commissions, officers, agents, volunteers, employees, in approving this MOU.

6. Time. Time is of the essence in this MOU.

7. Management. Except as otherwise provided in this MOU, the approval of both the City and County shall be required for decisions regarding management and disposition of the Joint Property.

8. Successors and Assigns. This MOU shall be binding upon and shall inure to the benefit of the County and City and their respective heirs, personal representatives, successors and assigns. Neither Party shall have the right to assign this MOU or any interest or right under this MOU without the prior written consent of the other Party.

9. No Attorneys' Fees. In any action between the Parties to interpret, enforce, award, modify or rescind any of the terms or provisions of this MOU, or any action otherwise commenced or taken in connection with this MOU, both Parties shall be responsible for their respective litigation costs and attorneys' fees, except as provided in Section 5, above, regarding indemnity.

10. Jurisdiction and Venue. This MOU shall be construed under the laws of the State of California in effect at the time of the signing of this MOU. The Parties consent to the jurisdiction of the California courts with venue in County of Orange.

11. Titles and Captions. Titles and captions are for convenience of reference only and do not define, describe or limit the scope or the intent of this MOU or of any of its terms. Reference to section numbers are to sections in this MOU, unless expressly stated otherwise.

12. Interpretation. As used in this MOU, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others where and when the context so dictates. The word "including" shall be construed as if followed by the words "without limitation." This MOU shall be interpreted as though prepared jointly by both Parties.

13. No Waiver. A waiver by either Party of a breach of any of the covenants, conditions or agreements under this MOU to be performed by the other Party shall not be construed as a waiver of any other such breach or succeeding breach or of the same or other covenants, agreements, restrictions or conditions of this MOU.

14. Modifications. Any alteration, change or modification of or to this MOU, to become effective, shall be made in writing and in each instance signed on behalf of each Party.

15. Severability. If any term, provision, condition or covenant of this MOU or its application to any Party or circumstances shall be held, to any extent, invalid or unenforceable, the remainder of this MOU, and the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law.

16. Cooperation. Each Party agrees to cooperate with the other in the execution of this MOU and, in that regard, to sign any and all documents which may be reasonably necessary, helpful, or appropriate to carry out the purposes and intent of this MOU including, but not limited to, releases or additional agreements.

17. Counterparts. This MOU may be signed in multiple counterparts which, when signed by all Parties, shall constitute a binding agreement.

18. Notices. Any notice requirement set forth herein shall be in writing and delivered to the appropriate party at the address listed in this subparagraph. Addresses for notice may be changed from time to time by written notice to the other party. All communications shall be effective when actually received; provided, however, that nonreceipt of any communication as the result of a change in address of which the sending party was not notified or as the result of a refusal to accept delivery shall be deemed receipt of such communication.

To County: County of Orange
Attn: County Executive Office, Real Estate
333 W. Santa Ana Boulevard, 3rd Floor
Santa Ana, CA 92701

To City: City of Placentia
Attn: City Administrator, Damien R. Arrula
401 E. Chapman Avenue
Placentia, CA 92870

IN WITNESS WHEREOF, the Parties hereto have caused this MOU to be executed by their respective governing bodies on the dates set forth opposite their signatures.

COUNTY:
COUNTY OF ORANGE, a political
subdivision of the State of California

By: 
Dated: 6-22-21
Name: James Treadaway
Title: Director of Public Works

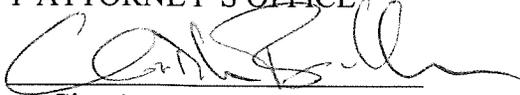
APPROVED AS TO FORM:
OFFICE OF COUNTY COUNSEL
ORANGE COUNTY, CALIFORNIA

By: Nicole Walsh
Deputy

CITY:
CITY OF PLACENTIA, a municipal
corporation

By: 
Dated: 04/29/21
Damien R. Amala
City Administrator

APPROVED AS TO FORM:
CITY ATTORNEY'S OFFICE

By: 
City Attorney

ATTEST:

By: 
City Clerk

Exhibit A

PARCEL A:

A PORTION OF LOT 4, IN BLOCK 35 OF "YORBA LINDA TRACT", IN THE CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 5, PAGES 17 AND 18 OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF SAID LOT 4, WHICH SAID LOT IS DISTANT NORTHERLY, MEASURED ALONG SAID WEST LINE, 248.77 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 4, AND RUNNING;

THENCE FROM SAID POINT OF BEGINNING, EASTERLY PARALLEL WITH THE SOUTH LINE OF SAID LOT 4, 123.81 FEET TO A POINT;
THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID LOT 4, 283.90 FEET TO A POINT IN THE NORTHERLY LINE OF SAID 4;
THENCE WESTERLY ALONG SAID NORTHERLY LINE 122.94 FEET TO THE NORTHEAST CORNER OF SAID LOT 4;
THENCE SOUTHERLY ALONG THE WEST LINE OF LOT 4, 300.79 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN DEED TO THE ORANGE COUNTY FLOODCONTROL RECORDED DECEMBER 17, 1962 RECORDED IN BOOK 6361, PAGE 450 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND AS CONDEMNED BY THE ORANGE COUNTY TRANSPORTATION AUTHORITY, A PUBLIC AGENCY AS SET FORTH AND DESCRIBED IN THAT CERTAIN DOCUMENT RECORDED MAY 19, 2014 AS INSTRUMENT NO. 2014000193187 OF OFFICIAL RECORDS.

PARCEL B1:

A STRIP OF LAND 65.00 FEET WIDE IN LOT 3, BLOCK 36 OF THE YORBA LINDA TRACT, IN THE CITY OF YORBA LINDA, COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 5, PAGES 17 AND 18 OF MISCELLANEOUS MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID STRIP LYING 28.00 FEET NORTHERLY AND 37.00 FEET SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE CENTERLINE OF FEE ANA STREET DISTANT SOUTH 0°23'34" EAST, 323.72 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF ORANGETHORPE AVENUE;
THENCE NORTH 89°37'35" EAST, 61.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 500.00 FEET;
THENCE EASTERLY 132.18 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°08'48";
THENCE TANGENT TO SAID CURVE SOUTH 75°13'37" EAST, 912.31 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 1000.00 FEET;
THENCE EASTERLY 126.29 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 7°14'09";
THENCE TANGENT TO SAID CURVE SOUTH 82°27'46" EAST, 312.63 FEET TO A POINT ON THE CENTERLINE OF TAYLOR STREET DISTANT SOUTH 0°48'16" EAST, 413.51 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF SAID ORANGETHORPE AVENUE SAID CENTERLINE IS LOCATED EASTERLY OF SAID CENTERLINE OF TAYLOR STREET.

EXCEPT THAT PORTION THEREOF AS DESCRIBED IN THE DEED TO ELMER DE LOS REYES ET. UX., RECORDED SEPTEMBER 12, 1950 IN BOOK 2070, PAGE 205 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER.

EXCEPTING THEREFROM ALL MINERALS, GAS, OIL, PETROLEUM, NAPHTHA AND OTHER HYDROCARBON SUBSTANCES BELOW THE DEPTH OF 500 FEET FROM THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, SUBJECT TO THE EXPRESS LIMITATION THAT THE FOREGOING RESERVATION SHALL IN NO WAY BE INTERPRETED TO INCLUDE ANY RIGHT OF ENTRY IN AND UPON THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, OR THE FIRST 500 FEET OF THE SUBSURFACE THEREOF, AS SET FORTH IN GRANT DEED RECORDED MAY 23, 1963 IN BOOK 6559, PAGE 709 OF OFFICIAL RECORDS.

PARCEL B2:

THAT PORTION OF LOT 3, BLOCK 36 OF THE YORBA LINDA TRACT, IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 5, PAGES 17 AND 18 OF MISCELLANEOUS MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, THAT LIES NORTHERLY OF A LINE WHICH IS NORTHERLY 28.00 FEET FROM AND PARALLEL AND CONCENTRIC WITH THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE CENTERLINE OF FEE ANA STREET DISTANT SOUTH 0°23'34" EAST, 323.72 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF ORANGETHORPE AVENUE;
THENCE NORTH 89°37'35" EAST 61.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 500.00 FEET;
THENCE EASTERLY 132.18 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°08'48";
THENCE TANGENT TO SAID CURVE SOUTH 75°13'37" EAST, 912.31 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 1000.00 FEET;
THENCE EASTERLY 126.29 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 7°14'09";
THENCE TANGENT TO SAID CURVE SOUTH 82°27'46" EAST, 312.63 FEET TO A POINT ON THE CENTERLINE OF TAYLOR STREET DISTANT SOUTH 0°48'16" EAST, 413.51 FEET FROM THE INTERSECTION OF SAID CENTERLINE WITH THE CENTERLINE OF SAID ORANGETHORPE AVENUE AS SAID CENTERLINE IS LOCATED EASTERLY OF SAID CENTERLINE OF TAYLOR STREET.

EXCEPT THAT PORTION THEREOF AS DESCRIBED IN THE DEED TO ELMER DE LOS REYES ET. UT., RECORDED SEPTEMBER 12, 1950 IN BOOK 2070, PAGE 205 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER.

EXCEPTING THEREFROM ALL MINERALS, GAS, OIL, PETROLEUM, NAPHTHA AND OTHER HYDROCARBON SUBSTANCES BELOW THE DEPTH OF 500 FEET FROM THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, SUBJECT TO THE EXPRESS LIMITATION THAT THE FOREGOING RESERVATION SHALL IN NO WAY BE INTERPRETED TO INCLUDE ANY RIGHT OF ENTRY IN AND UPON THE SURFACE OF THE ABOVE-DESCRIBED PROPERTY, OR THE FIRST 500 FEET OF THE SUBSURFACE THEREOF, AS SET FORTH IN GRANT DEED RECORDED MAY 23, 1963 IN BOOK 6559, PAGE 709 OF OFFICIAL RECORDS.

APN: 346-331-19 AND APN: 346-241-02

Exhibit B

1945 E. Veterans Way
Placentia, Ca 92870
APN: 346-331-19 & 346-241-02



Attachment: 6.23.21 -Placentia RHNA Transfer Request (Transfer of RHNA Units from County of Orange to City of Placentia)



Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

From: Marisa Laderach, Senior Regional Planner
(213) 236-1927, laderach@scag.ca.gov

Subject: 2020 Sustainable Communities Program - Smart Cities & Mobility
Innovations Call for Applications - Proposed Project List

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR CEHD and EEC:

Receive and File

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the 2020 Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Award Recommendations and authorize staff to initiate projects.

RECOMMENDED ACTION FOR RC:

Approve 2020 Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Award Recommendations and authorize staff to initiate the projects.

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:

On September 3, 2020, the Regional Council approved the 2020 Sustainable Communities Program (SCP) Guidelines, which consisted of multiple Calls for Applications. The SCP is a multi-year program designed to support and implement the policies and initiatives of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and continues the themes of the previous round of funded projects. On February 4, 2021, Regional Council approved the Smart Cities & Mobility Innovations (SCMI) Guidelines and authorized staff to release the 2021 Call for Applications for SCMI project types. SCMI project types support the implementation of three Connect SoCal Key Connections, focusing on Smart Cities & Job Centers, Go Zones, and

Shared Mobility/Mobility as a Service, to expand upon our mobility ecosystems and advance the region's vision.

Staff released the SCP Call for Proposals on February 8, 2021. Applications were submitted through April 23, 2021. SCAG received a total of twenty-one (21) project proposals by the April 23 deadline, valued at approximately \$4.96 million across all project categories and types. Staff has completed a ranking of proposals and has identified eight (8) top ranked projects for funding totaling approximately \$2.5 million. Staff is seeking RC approval of award recommendations and authorization to begin contacting project sponsors in order to develop a program schedule and initiate projects.

BACKGROUND:

Call for Applications

The SCP Smart Cities & Mobility Innovations (SCMI) guidelines and scoring criteria were developed by SCAG staff to support innovative approaches for addressing and solving regional issues. The program identified specific project types that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities. This approach allows SCAG to maximize benefits from available resources. Rather than providing direct grants to jurisdictions, the SCP serves as a broad resource program and provides direct technical assistance to complete projects. Resources will be provided for projects that meet SCP and SCMI goals and are within the following four defined project types:

- ***Curb Space Data Collection & Inventory:*** Expands and updates the curb space data inventory through innovative data collection methods to advance plans, studies, and activities, and ultimately help the region understand and regulate the growing need for curb space use.
- ***Technology Assessment or Adoption Plan:*** Provides opportunities for jurisdictions to assess technology frameworks and demonstrations related to curb space management, curb regulating, on-street and off-street parking management, last mile delivery solutions and other curb and mobility challenges, to enhance infrastructure and prepare for an increasingly connected world.
- ***Parking Management Plan:*** Advances parking management to help achieve a balanced transportation system. Strategies will be used to regulate supply, reduce street congestion, and encourage transit use.
- ***Permitting Process Evaluation:*** Evaluates existing and/or new permitted uses for the curb space to improve safety and equitable access for all users.

Following Regional Council's approval on February 4, 2021, the 2020 SCP Smart Cities & Mobility Innovations guidelines and scoring criteria were released by staff alongside a Call for Applications.

By the deadline of April 23, 2021, SCAG received a total of twenty-one (21) project proposals valued at approximately \$4.96 million in funding across all project categories and types.

Evaluation Process

The evaluation process involved four (4) evaluation teams that reviewed and scored applications submitted to the SCP SCMI Call. Each team comprised staff from partner agencies, community-based organizations (CBOs), and SCAG. Final award recommendations are based on application score, regional funding equity targets, and regional geographic equity.

Award Recommendations

Staff completed a ranking of proposals and is recommending eight (8) top ranked projects for funding totaling approximately \$2.5 million. The highest-ranking proposals reflect stated SCMI program goals, including but not limited to:

- Encourage jurisdictions to partner with SCAG to find innovative solutions to challenges associated with the ever-changing nature of parking, freight and last mile deliveries, and commerce at the curb;
- Create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- Reduce greenhouse gas emissions and improve air quality by reducing driving alone, idling, or searching for parking;
- Support healthy and equitable communities by allocating public resources like curb space more equitably;
- Encourage shared modes, manage parking effectively, and support commerce and the growth of housing and employment in job centers;
- Employ strategies to mitigate negative community impacts associated with congestion, GHGs and issues that stem from inflexible, inefficient, inequitable, or outdated parking systems.

Following the eight (8) projects recommended for award below, SCAG staff identified three (3) projects as a contingency list to receive funding, should additional funds become available. These three (3) projects will be considered for project award if additional funds become available, either through state or regional funding sources or cost savings realized during procurement and/or implementation. Any of the three (3) projects on the contingency list may be funded, in no particular order. If additional resources become available to fund projects beyond the contingency list, staff may revisit the SCMI project list to recommend additional projects for funding.

The following SCP SCMI Project List contains the eight (8) projects recommended to be funded through the SCP and includes the contingency list. The projects will be administered by SCAG

through the SCP. The individual project budgets will be determined through the scoping and procurement process.

Rank	Jurisdiction	Project	Score	Project Type
1	City of Rialto	Smart Cities Plan for Warehousing and Logistics	88.6	Technology
2	Los Angeles Dept. of Transportation	Curb Zone Data Inventory for Digital Curb Management	88.2	Curb Space
3	City of Long Beach	Long Beach Curb Space Management Study	87.2	Curb Space
4	City of Stanton	Stanton Citywide Curb Management Plan	86.0	Curb Space
5	San Gabriel Valley Council of Govts	GoSGV Engagement & Evaluation	83.4	Technology
6	City of Desert Hot Springs	Downtown and Light Industrial Parking Plan	79.5	Parking
7	City of Laguna Woods	Laguna Woods Mobility Technology Plan	78.8	Technology
8	City of Garden Grove	Garden Grove Curb Data Study	77.8	Parking
<i>Potential Awardees* Should Contingency or Additional Funds Become Available (no particular order, many dependent variables)</i>				
9*	City of Culver City	Fox Hills Area Parking Management Plan	76.0	Parking
10*	City of San Clemente	San Clemente Parking Management Plan	71.9	Parking
11*	City of Torrance	Torrance Parklet Program	69.2	Permitting

Next Steps

Pending RC approval, staff will contact all project applicants and notify awardees to discuss details of their award, define scopes of work, and develop Requests for Proposals (RFPs). A project initiation schedule and expectations regarding period of performance will be determined by mid-August, and will be based on project complexity, funding source, and SCAG staff capacity.



FISCAL IMPACT:

Staff's work budget for the SCP is included in FY 2020-2021 Overall Work Program (OWP) 275-4881.01 – Sustainable Communities Program (SCP) Call for Applications (FY20 SB1 Formula). Additional funding for staff time and selected SCP projects is also anticipated to be available in 275-4882.01 for FY 2021-2022, pending approval of the FY 2021-22 OWP.



Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Nancy Lo, Associate Regional Planner
(213) 236-1899, lo@scag.ca.gov

Subject: Release of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and
2021 FTIP Consistency Amendment No. 21-05 for Public Review and
Comment

RECOMMENDED ACTION FOR TC:

Recommend the Regional Council (RC) authorize the Executive Director to release the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In early 2021, SCAG began the process for Connect SoCal Amendment No. 1 in response to project changes prompted by county transportation commission (CTCs). Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05. Modifications received from the CTCs are broadly categorized as new projects, existing projects that either have a revised description, revised schedule, and/or change in total cost, or project is removed from the Connect SoCal. Informed by these changes, staff has drafted content and assessed that these project modifications will not impact Connect SoCal's ability to meet state and federal requirements.

Staff is seeking recommendation from TC and approval of the RC to release the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for a thirty (30) day public review and comment period beginning on July 1, 2021. Upon completion of the public

review comments, SCAG staff will report back in October to seek approval of the final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

BACKGROUND:

As requested by CTCs in early 2021, SCAG began the process for the Connect SoCal Amendment No. 1. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

Specific changes include project modifications amounting to a total 296 project modifications. Of the 296 project modifications, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 projects are within Ventura County, and 2 projects are regional. Of the 60 new projects, 51 of the projects are within Los Angeles County, 4 of the projects are within Riverside County, 3 of the projects are within San Bernardino County, and 2 of the projects are within Ventura County.

After analysis of the addition of new projects and project modifications, SCAG staff concludes the following:

1. Draft Amendment No. 1 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Draft Amendment No. 1 passes all five tests of transportation conformity.
3. With draft Amendment No. 1, Connect SoCal remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

Upon approval from the Regional Council, the draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be available for public review and comment for a thirty (30) day public review and comment period beginning on July 1, 2021. One public hearing will be held during the public comment period. The public hearing will be held virtually in response to the COVID-19 pandemic. The draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be posted on SCAG's website. Notice of availability will be posted in major county newspapers and libraries.

Upon completion of the public review period, SCAG staff will document the comments received through this process, provide responses to all comments, and finalize the Amendment No. 1 for potential adoption in October 2021. After adoption of the Amendment No. 1 by the Regional Council, federal approval is expected to occur in November/December 2021.

The draft Connect SoCal Amendment No. 1 is accessible at:

<https://scag.ca.gov/post/draft-amendment-1>

2021 FTIP Consistency Amendment No. 21-05 is accessible at:

<https://scag.ca.gov/2021-proposed-amendments>

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2020-2021 Overall Work Program (WBS No. 21-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 21-030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. PowerPoint Presentation - Draft 2020 Connect SoCal Amendment No. 1
2. Draft 2020 Connect SoCal Amendment No. 1



Draft 2020 Connect SoCal Amendment No. 1

Naresh Amatya
Manager of Transportation Planning & Programming
July 1, 2021

www.scag.ca.gov



Purpose and Agenda Overview

Purpose

Seek your approval to recommend to the Regional Council approval to release Amendment 1 to the Connect SoCal for the required 30-day public review and comment.

Agenda Overview

- Overview of the 2020 RTP/SCS or Connect SoCal
- Why amend Connect SoCal
- Content of Amendment No. 1
- Next Steps

Connect SoCal – Adopted September 3, 2020

The plan...

- Is our vision for **investing in our transportation infrastructure** over the next 20 plus years.
- Invests over **\$638 billion on transportation improvement projects**.
- Encourages locating housing, jobs, and transit closer together in **priority growth areas** while preserving natural lands and open spaces.
- **Links the built environment and transportation system** with policies, projects, and programs that strengthen and enhance each other beyond what each would accomplish in isolation.
- **Delivers significant benefits to the region** with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation assets.
- **Generates approximately 432,900 jobs annually**.

2020 Connect SoCal Project List Technical Report

- Contains thousands of individual transportation projects including:
 - Transit
 - Local Highway
 - State Highway
 - Passenger Rail
 - Other
- Project Tiers:
 - FTIP (short range – 1st six years)
 - RTP (long range – 20+ years)
 - Strategic (unconstrained)



Why Amend the RTP/SCS?

1. Required to reflect significant changes to the projects contained in the Connect SoCal – e.g., addition or deletion of a project or a major change in project scope, cost and schedule.
2. Projects must be reflected accurately to maintain eligibility for state and federal funding.
3. To move forward with the project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS.

Types of Project Modifications

- Project is new and not currently included in the Connect SoCal - Project List
- Project currently exists in the Connect SoCal - Project List, but has a:
 - revised scope/description
 - revised schedule, and/or
 - change in total cost
- Project is being removed from the Connect SoCal Project List due to changing priorities.

Draft Connect SoCal Amendment No. 1

Since 2020 Connect SoCal adoption, CTCs have requested this amendment to ensure critical projects can move forward smoothly.

Changes in Amendment No. 1 include:

- 292 modifications to financially constrained projects (142 FTIP & 150 RTP)
- 4 modifications to strategic unconstrained projects

Draft Connect SoCal Amendment No. 1

Specific changes include project modifications amounting to a total 296 project modifications.

- 6 of the projects are within Imperial County
- 111 of the projects are within Los Angeles County
- 15 of the projects are within Orange County
- 122 of the projects are within Riverside County
- 38 of the projects are within San Bernardino County
- 2 projects are within Ventura County
- 2 projects are regional.

Analysis and Conclusion

After analysis of the addition of new projects and project modifications, SCAG staff concludes the following:

1. Draft Amendment No. 1 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Draft Amendment No. 1 passes all five tests of transportation conformity.
3. With the Draft Amendment No. 1, Connect SoCal remains compliant with SB 375

Draft Connect SoCal Amendment No. 1

Draft 2020 Connect SoCal Amendment No. 1 can be viewed at <https://scag.ca.gov/post/draft-amendment-1>

2021 FTIP Consistency Amendment No. 21-05 can be viewed at: <https://scag.ca.gov/2021-proposed-amendments>

Comments can be submitted via U.S. mail to SCAG or emailed to lo@scag.ca.gov

Next Steps



July 1	Release draft for 30-day public review and comment
July 15	Public Hearing
July 31	Close of public review and comment period
October 7	Staff seeks approval of proposed final from TC/RC
Nov/Dec 2021	Federal approval of the final transportation conformity determination for the amendment



Thank you!

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THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



DRAFT AMENDMENT #1
INCLUDING THE
2021 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #21-05

JULY 1, 2021

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DRAFT AMENDMENT #1

INCLUDING THE
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #21-05

DRAFT | JULY 1, 2021

scag.ca.gov/connect-social

CONNECT SOCAL Draft Amendment #1

INTRODUCTION

On September 3, 2020, the Southern California Association of Governments (SCAG) adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal or “Plan” herein) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. Connect SoCal reflects the region’s commitment to improve the region’s mobility, sustainability and economy. To achieve these goals, the Plan demonstrates how the region will reduce greenhouse gas (GHG) emissions from transportation sources to comply with Senate Bill 375 (SB 375) and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the Plan is a Project List containing thousands of individual transportation projects that aim to improve the region’s safety, mobility, air quality, sustainability and support our economy. Since its adoption, some of these projects have gone through technical changes that are needed and time-sensitive based on ground realities. In addition, the county transportation commissions (CTCs) in the SCAG region have also identified some new projects and some that are no longer needed. An amendment to the Plan and the Federal Transportation Improvement Program (FTIP) is needed in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment #1 to the Plan and the associated Amendment #21-05 to the 2021 FTIP and provide documentation demonstrating that the Plan as amended will continue to be consistent with federal and state requirements, including the Fixing America’s Surface Transportation Act (FAST Act) and Moving Ahead for Progress for the 21st Century Act (MAP21) planning requirements, the Transportation Conformity Rule and SB 375. Environmental assessment has also been conducted to evaluate the potential environmental impacts associated with the changes to the Project List as detailed herein.

PROJECT MODIFICATIONS

The project changes in Amendment #1 can be broadly categorized as follows:

- Project is new and not currently included in the Connect SoCal - Project List.
- Project currently exists in the Connect SoCal - Project List, but has a:
 - revised description
 - revised schedule, and/or
 - change in total cost
- Project is being removed from the Connect SoCal – Project List.

Amendment #1 incorporates changes to the long range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal) projects in addition to changes to state and local highway and transit projects that will be carried forward as part of the 2021 FTIP.

The tables on the following pages provide details of the project changes from the current RTP/SCS and are intended to illustrate a before-and-after scenario for each of the projects. For a complete listing of projects please refer to the Connect SoCal – Project List. The Connect SoCal - Project List can be access via the following link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_project-list_0.pdf

TABLE 1 Modifications to FTIP Projects

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	6160002	IMP170701	STATE HIGHWAY		<p>EXISTING: EXPANSION OF THE CALEXICO EAST PORT OF ENTRY - PHASE 1: WIDEN BRIDGE OVER THE ALL AMERICAN CANAL. PHASE 2: INCREASE THE NUMBER OF COMMERCIAL VEHICLE LANES FROM EXISTING 3 TO 6 LANES; ADD 6 NEW NORTHBOUND PRIVATELY OWNED VEHICLE (POV) LANES; PEDESTRIAN PATHWAY IMPROVEMENTS INCLUDING SHADED SIDEWALKS AND TRANSIT LOT (PICK-UP AND DROP-OFF AREA).</p> <hr/> <p>REVISED: CALEXICO EAST PORT OF ENTRY TRUCK CROSSING IMPROVEMENT. WIDEN THE BRIDGE OVER THE ALL-AMERICAN CANAL NEAR THE U.S./MEXICO BORDER AND STATE ROUTE 7 CALIFORNIA COMMERCIAL VEHICLE ENFORCEMENT FACILITY</p>	2025	<p>EXISTING: \$90,000</p> <hr/> <p>REVISED: \$32,325</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
2	LOS ANGELES	LOS ANGELES COUNTY	220A1L30	LAF1311	LOCAL HIGHWAY		SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSP. SYSTEM COMPONENTS ON REGIONAL ARTERIALS. SYNCHRONIZES 50 CONSECUTIVE INTERSECTIONS.	2022	\$8,731	NEW RTP PROJECT COST	NEW PROJECT
3	LOS ANGELES	MAYWOOD	220A1L31	LA9918792	LOCAL HIGHWAY		TO RELIEVE CONGESTION ALONG SLAUSON AVENUE CORRIDOR WITHIN THE CITY OF MAYWOOD, TO INCREASE CAPACITY, IMPROVE TRAFFIC FLOW AND OPERATIONS BY REDUCING DELAY FROM EQUIPMENT UPGRADES AND TRAFFIC SIGNAL COORDINATION AND SYNCHRONIZATION. - PE ONLY	2023	\$445	NEW RTP PROJECT COST	NEW PROJECT
4	LOS ANGELES	MONTEREY PARK	220A1L32	LAMIPMR104	LOCAL HIGHWAY		IMPROVE GARFIELD AVENUE TO PROVIDE 3 SB LANES AND 2 NB LANES AND A 10FT CENTER LANE. EXISTING STREET IS 66FT WIDE MAKING 6 LANES FEASIBLE IF ON-STREET PARKING IS REMOVED. ADDITIONAL LANE WILL INCREASE CAPACITY, IMPROVE TRAFFIC FLOW, AND REDUCE CONGESTION ALONG GARFIELD AVE. PE ONLY	2023	\$700	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
5	LOS ANGELES	LONG BEACH	220A1L38	LA9918954	LOCAL HIGHWAY		STUDEBAKER RD BETWEEN CARSON ST AND 2ND ST AND LOYNES DR BETWEEN STUDEBAKER RD AND BELLFLOWER BLVD IN THE CITY OF LONG BEACH. THE PROJECT FUNDS SIGNAL IMPROVEMENTS, INCLUDING FIBER-OPTIC INTERCONNECT AND POLE UPGRADES, 2.5 MI OF RESURFACING, AND PEDESTRIAN IMPROVEMENTS, INCLUDING BULB-OUTS, HIGH VISIBILITY CROSSWALKS, AND TRANSIT BOARDING ISLANDS. THE PROJECT REPLACES LOCAL VEHICLE TRIPS WITH 6 MI OF NEW CLASS IV BIKEWAYS.	2023	\$17,500	NEW RTP PROJECT COST	NEW PROJECT
6	LOS ANGELES	LOS ANGELES COUNTY	220A1L23	LA9918952	LOCAL HIGHWAY		THIS PROJECT INVOLVES SYNCHRONIZING THE TRAFFIC SIGNALS AT THE 35 INTERSECTIONS ON AVALON BOULEVARD BETWEEN 126TH STREET AND SEPULVEDA BOULEVARD. THE ATTACHED MAP IS MISSING THE TWO I-405 FREEWAY RAMPS, CARSON STREET, AND WATSON CENTER RD/228TH.	2024	\$1,530	NEW RTP PROJECT COST	NEW PROJECT
7	LOS ANGELES	ALHAMBRA	220A1L26	LAMIPMR116	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG VALLEY BLVD FROM WEST CITY LIMIT TO EAST CITY LIMIT. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2024	\$4,600	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
8	LOS ANGELES	MONTEREY PARK	220A1L34	LAMIPMR106	LOCAL HIGHWAY		IMPROVE ATLANTIC BLVD: 1) BETWEEN SOUTH OF HELLMAN AVE AND APPROXIMATELY 300FT NORTH OF EMERSON AVE TO HAVE 3 LANES IN EACH DIRECTION WITH A 10FT CENTER LANE; AND 2) BETWEEN APPROXIMATELY 300FT NORTH OF EMERSON TO NORTH OF GARVEY AVENUE TO HAVE 3 SB LANES, 2 NB LANES, AND A 10FT CENTER LANE. FEASIBLE IF STREET PARKING IS REMOVED. ENG ONLY	2024	\$1,900	NEW RTP PROJECT COST	REVISED MODELING DETAILS
9	LOS ANGELES	ALHAMBRA	220A1L24	LAMIPMR113	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 12 SIGNALIZED INTERSECTIONS ALONG FREMONT AVENUE FROM NORTH CITY LIMITS TO MONTEZUMA/I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2025	\$2,900	NEW RTP PROJECT COST	NEW PROJECT

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
10	LOS ANGELES	ALHAMBRA	220A1L25	LAMIPMR114	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 14 SIGNALIZED INTERSECTIONS ALONG ATLANTIC BLVD FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2025	\$3,600	NEW RTP PROJECT COST	NEW PROJECT
11	LOS ANGELES	ALHAMBRA	220A1L27	LAMIPMR117	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG GARFIELD AVENUE FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, COMMUNICATION HUBS, ETHERNET SWITCHES, VEHICLE DETECTION SYSTEMS. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2025	\$4,600	NEW RTP PROJECT COST	NEW PROJECT

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
12	LOS ANGELES	GLENDALE	220A1L29	LA9918934	LOCAL HIGHWAY		BROADWAY TRAFFIC SIGNAL MODIFICATIONS PROJECT INCLUDES MODIFICATIONS TO THE EXISTING SIGNAL SYSTEM AT CENTRAL AVE., COLUMBUS AVE. AND GALLERIA WAY. THE PROJECT WILL HAVE 3 SIGNAL SYNCHRONIZATION LOCATIONS.	2025	\$3,658	NEW RTP PROJECT COST	NEW PROJECT
13	LOS ANGELES	MONTEREY PARK	220A1L33	LAMIPMR105	LOCAL HIGHWAY		IMPROVE GARVEY AVENUE FROM WEST OF ATLANTIC BOULEVARD TO NEW AVENUE TO PROVIDE 3 LANES IN EACH DIRECTION (12FT CURB LANE, 10FT MIDDLE LANE, 11FT ADJACENT LANE TO MEDIAN) TO INCREASE CAPACITY, IMPROVE TRAFFIC FLOW, AND REDUCE CONGESTION. PE ONLY	2025	\$14,900	NEW RTP PROJECT COST	NEW PROJECT
14	LOS ANGELES	MONTEREY PARK	220A1L35	LAMIPMR115	LOCAL HIGHWAY		UPGRADE EXISTING TRAFFIC SIGNALS & CONTROLLERS & FIRMWARE AT 35 SIGNALIZED INTERSECTIONS; PROVIDE FIBER OPTIC CONNECTIVITY TO TRAFFIC SIGNAL INTERSECTIONS ALONG MAJOR ARTERIALS; INSTALL ETHERNET SWITCHES, COMMUNICATION HUBS, & VEHICLE DETECTION; UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. MAY INCLUDE ADAPTIVE TRAFFIC CONTROL SYSTEM OR TRAFFIC RESPONSIVE FEATURES AS APPROPRIATE OR FEASIBLE.	2025	\$9,000	NEW RTP PROJECT COST	REVISED MODELING DETAILS

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
15	LOS ANGELES	GLENDALE	220A1L28	LA9918846	LOCAL HIGHWAY		NORTH VERDUGO ROAD TRAFFIC SIGNAL MODIFICATIONS AT GLORIETTA AVE, FERN LN, WABASSO WAY, CRESMONT CT, AND VERDUGO LOMA DR. THESE TRAFFIC SIGNAL MODIFICATIONS ARE PART OF NORTH VERDUGO ROAD SAFETY IMPROVEMENTS BETWEEN CANADA BLVD (N. SPLIT) AND CANADA BLVD (S. SPLIT) PROJECT. THE PROJECT WILL HAVE 5 SIGNAL SYNCHRONIZATION LOCATIONS. ROAD SAFETY PORTION OF THE PROJECT WILL BE FUNDED BY HSIP FUNDS, FTIP#SCAG015	2026	\$1,100	NEW RTP PROJECT COST	NEW PROJECT
16	LOS ANGELES	LONG BEACH	220A1L37	LA9918957	LOCAL HIGHWAY		THIS PROJECT WILL ADD A NEW 3,000-FOOT RAILROAD TRACK TO ELIMINATE A BOTTLENECK AT THE OCEAN BOULEVARD OVERCROSSING, REALIGN EXISTING LEAD TRACK, AND RECONFIGURE CROSSOVERS AND TURNOUTS TO INCREASE THE RELIABILITY OF THE CONNECTION BETWEEN EAST BASIN MARINE TERMINALS AND THE ALAMEDA CORRIDOR.	2026	\$24,800	NEW RTP PROJECT COST	NEW PROJECT
17	LOS ANGELES	LOS ANGELES, CITY OF	1200L005	LA0G1472	LOCAL HIGHWAY		THE ALAMEDA ST. WIDENING PROJECT FROM ANAHEIM ST. TO HARRY BRIDGES BLVD. WILL ADD ONE MORE LANE IN EACH DIRECTION TO THE EXISTING ARTERIAL AND RECONSTRUCT THE PAVEMENT ALONG WITH NEW SIDEWALKS, CURB AND GUTTER, STORM WATER SYSTEM AND LANDSCAPE. THE LENGTH OF THE PROJECT IS ABOUT 1.0 MILES AND IT WILL ADD CAPACITY ON PROJECTED TRAFFIC VOLUMES FROM THE PORT OF LOS ANGELES TO THE NETWORK OF FREEWAYS BY MITIGATING THE EXISTING TRAFFIC GRIDLOCK DURING PEAK HOURS.	EXISTING: 2021 REVISED: 2024	\$5,492	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
18	LOS ANGELES	LOS ANGELES COUNTY	1A1005	LAF3136	LOCAL HIGHWAY	0	<p>EXISTING: WIDEN THE OLD ROAD FROM N. OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR TO 1200 FT WEST OF THE OLD ROAD. PROJECT LOCATED ON THE OLD RD.FROM APPROX. 700 FT NORTH OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR FROM THE OLD ROAD TO THE SR126 HOOK RAMPS, AND RYE CANYON RD BTWN THE OLD ROAD & AVENUE STANFORD. WIDENING BRIDGE APPROACHES FROM 4 TO 6 LANES, REPLACE BRIDGE #53C0327 & #53C0328, TO REDUCE BOTTLENECK. TOLL CREDITS WILL BE USED TO MATCH STPL FUNDS FOR \$4,613 IN CON PHASE IN FY23/24.</p> <hr/> <p>REVISED: WIDEN THE OLD ROAD FROM N. OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR TO 1200 FT WEST OF THE OLD ROAD. PROJECT LOCATED ON THE OLD RD.FROM APPROX. 700 FT NORTH OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR FROM THE OLD ROAD TO THE SR126 HOOK RAMPS, AND RYE CANYON RD BTWN THE OLD ROAD & AVENUE STANFORD. WIDENING BRIDGE APPROACHES FROM 4 TO 6 LANES, REPLACE BRIDGE #53C0327 & #53C0328, TO REDUCE BOTTLENECK. TOLL CREDITS WILL BE USED TO MATCH STPL FUNDS FOR \$4,613 IN CON PHASE IN FY25/26.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2026</p>	<p>EXISTING: \$61,798</p> <hr/> <p>REVISED: \$87,677</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
19	LOS ANGELES	LAKWOOD	1AL04	LA0G937	LOCAL HIGHWAY		DEL AMO BOULEVARD AT LAKEWOOD BOULEVARD INTERSECTION IMPROVEMENTS - ADD A SECOND LEFT TURN LANE IN ALL DIRECTIONS, MODIFY EXISTING TRAFFIC SIGNALS, WIDEN BOX CULVERT SOUTH OF DEL AMO BOULEVARD, REMOVE OR MODIFY RAISED MEDIANS ON LAKEWOOD BOULEVARD, WIDEN SOUTHSIDE OF DEL AMO BOULEVARD (NO NEW THRU LANES), AND WIDEN LAKEWOOD BOULEVARD TO ACCOMMODATE A THIRD THRU LANE SOUTHBOUND THROUGH THE INTERSECTION WITHIN THE EXISTING RIGHT OF WAY IN THE CITIES OF LAKEWOOD AND LONG BEACH.	EXISTING: 2021 REVISSED: 2022	\$15,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
20	LOS ANGELES	SANTA CLARITA	1AL04	LAF7105	LOCAL HIGHWAY	0	<p>EXISTING: DOCKWEILER DR EXTENSION (1 OF 2): EXTENDS THE TWO LANES IN EACH DIRECTION ON DOCKWEILER DR TO EXISTING 13TH ST CROSSING AND UPGRADE SUBSTANDARD RAIL CROSSING AT 13TH ST. CONSTRUCTS 8-FT SIDEWALKS AND CLASS II BIKE LANES ON BOTH SIDES. INCLUDES PED/BIKE FACILITIES AND LANDSCAPING.</p> <hr/> <p>REVISED: DOCKWEILER DR EXTENSION (1 OF 2): THE PROJECT CONSISTS OF EXTENSION OF TWO LANES TO CONNECT WITH A FUTURE EXTENSION PLANNED FOR DOCKWEILER DRIVE. IT INCLUDES NEW SIDEWALKS, CLASS II BIKE LANE, PEDESTRIAN SIGNAL HEADS, HIGH VISIBILITY CROSSWALKS, LIGHTING, LANDSCAPING, BICYCLE ACTUATION SIGNALS AND WAYFINDING SIGNS.</p>	2024	<p>EXISTING: \$11,297</p> <hr/> <p>REVISED: \$9,332</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
21	LOS ANGELES	LONG BEACH	1AL04	LAF7204	LOCAL HIGHWAY		<p>EXISTING: PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION : (1) REALIGNS PIER B ST BETWEEN PICO AV AND PIER A WY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY AND ENHANCE PEDESTRIAN TRAVEL. (2) CONSTRUCTS NEW SIDEWALK ON THE SOUTH SIDE OF PIER B ST. 3) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.</p> <hr/> <p>REVISED: PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION : (1) REALIGNS PIER B ST BETWEEN PICO AV AND ANAHEIM WAY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY AND ENHANCE PEDESTRIAN TRAVEL. (2) REALIGNS PICO AVE TO THE WEST FROM PIER B ST/I-710 RAMPS TO PIER D ST. (3) CONSTRUCTS NEW SIDEWALK ON THE SOUTH SIDE OF PIER B ST AND ALONG THE WEST SIDE OF PICO AVE. (4) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.</p>	<p>EXISTING: 2026</p> <hr/> <p>REVISED: 2028</p>	<p>EXISTING: \$16,474</p> <hr/> <p>REVISED: \$150,000</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
22	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7205	LOCAL HIGHWAY		ALAMEDA STREET WIDENING FROM ANAHEIM STREET TO 300 FT. SOUTH OF PCH : (1) WIDENS ALAMEDA ST BETWEEN ANAHEIM ST AND 300 FT SOUTH OF PACIFIC COAST HIGHWAY FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THE SEGMENT WILL BE FULLY UPGRADED TO A MAJOR HWY CLASS II WITH MIN. OF 86' OF ROADWAY AND 104' OF ROW. FOR THIS EFFECT ALAMEDA ST. WILL BE WIDENED IN BOTH SIDES OF THE ARTERIAL.	EXISTING: 2021 REVISSED: 2024	\$14,572	NONE	REVISED SCHEDULE
23	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7207	LOCAL HIGHWAY		ANAHEIM STREET WIDENING - FARRAGUT AVENUE TO DOMINGUEZ CHANNEL : WIDEN ANAHEIM ST BETWEEN FARRAGUT AV AND DOMINGUEZ CHANNEL FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THIS UPGRADES THE ARTERIAL TO MAJOR HIGHWAY STANDARDS.	EXISTING: 2023 REVISSED: 2024	\$9,708	NONE	REVISED SCHEDULE
24	LOS ANGELES	LOS ANGELES COUNTY MTA	1AL04	LATP16S003	LOCAL HIGHWAY		UNION STATION MASTER PLAN: ALAMEDA ESPLANADE.THE UNION STATION MASTER PLAN: ALAMEDA ESPLANADE WILL CREATE A MULTI-MODAL CONNECTION BETWEEN UNION STATION AND SURROUNDING DOWNTOWN LOS ANGELES COMMUNITIES THROUGH A ROAD-DIET AND A SHARED PEDESTRIAN AND BICYCLIST ESPLANADE. UTILIZING TOLL CREDITS.	EXISTING: 2022 REVISSED: 2023	\$12,340	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
25	LOS ANGELES	INGLEWOOD	1ITS04	LA0G1556	LOCAL HIGHWAY		<p>EXISTING: UPGRADE TRAFFIC SIGNALS/SYNCHRONIZATION FOR 14 INTERSECTIONS ON FLORENCE AVENUE. CONTROLLER UPGRADES TO A MODERN AND ROBUST 2070 CONTROLLERS CAPABLE OF PROVIDING ADAPTIVE SIGNAL CONTROL AND OTHER ADVANCE FEATURES TO INCREASE THE CAPACITY OF VEHICLES AND IMPROVE PROGRESSION THROUGHOUT THE CORRIDOR, INSTALLATION OF CLOSED CIRCUIT TV'S CONNECTING THEM TO THE CITY'S TRAFFIC MANAGEMENT CENTER TO ALLOW CITY TO MONITOR THE REAL-TIME TRAFFIC CONDITIONS REMOTELY.</p> <hr/> <p>REVISED: UPGRADE TRAFFIC SIGNALS/SYNCHRONIZATION FOR 14 INTERSECTIONS ON FLORENCE AVENUE. CONTROLLER UPGRADES TO A MODERN AND ROBUST 2070 CONTROLLERS CAPABLE OF PROVIDING ADAPTIVE SIGNAL CONTROL AND OTHER ADVANCE FEATURES TO INCREASE THE CAPACITY OF VEHICLES AND IMPROVE PROGRESSION THROUGHOUT THE CORRIDOR, INSTALLATION OF CCTV CONNECTING THEM TO THE CITY'S TRAFFIC MANAGEMENT CENTER TO ALLOW CITY TO MONITOR THE REAL TIME TRAFFIC CONDITIONS REMOTELY. WILL ENHANCE SAFETY, INCREASE TRAFFIC FLOW</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	\$12,980	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
26	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF1312	LOCAL HIGHWAY		GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS ON REGIONAL ARTERIALS IN THE GATEWAY CITIES REGION. INCLUDES 86 CONSECUTIVE INTERSECTIONS.	EXISTING: 2021 REVISSED: 2022	\$16,893	NONE	REVISED SCHEDULE
27	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF1321	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	EXISTING: 2021 REVISSED: 2022	\$18,786	NONE	REVISED SCHEDULE
28	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF3308	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCH, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS ON REGIONAL ARTERIALS. APROX. 183 SIGNALS TOTAL.	EXISTING: 2021 REVISSED: 2022	\$24,812	NONE	REVISED SCHEDULE
29	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF3309	LOCAL HIGHWAY		GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI. DESIGN AND CONSTRUCT MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON REGIONAL ARTERIALS IN GATEWAY CITES AREA. (APROX. 126 SIGNALS)	EXISTING: 2021 REVISSED: 2022	\$14,786	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
30	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF3310	LOCAL HIGHWAY	0	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON ARTERIALS IN THE SOUTH BAY AREA OF LA COUNTY. (APROX 40+ SIGNALS)	EXISTING: 2021 REVISSED: 2022	\$12,980	NONE	REVISED SCHEDULE
31	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5310	LOCAL HIGHWAY	0	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/ BSP. IMPLEMENTATION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/ COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/ BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (APROX. 48 SIGNAL LOCATIONS)	EXISTING: 2021 REVISSED: 2022	\$4,242	NONE	REVISED SCHEDULE
32	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5316	LOCAL HIGHWAY	0	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	EXISTING: 2021 REVISSED: 2022	\$1,880	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
33	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF7306	LOCAL HIGHWAY		FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT : (1) TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS FOR 28 INTERSECTIONS ALONG FOOTHILL BL BETWEEN LOWELL AV AND CROWN AV. (2) INSTALLS TWO (2) CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS AND WIRELESS NETWORK COMMUNICATIONS INFRASTRUCTURE WHICH WILL PROVIDE FOR EXPANSION OF ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) ALONG FOOTHILL BL.	EXISTING: 2021 REVISSED: 2022	\$3,660	NONE	REVISED SCHEDULE
34	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF7307	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : IMPLEMENTS ITS ENHANCEMENTS INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, AND CHANGEABLE MESSAGE SIGNS TO EXPAND ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS).	EXISTING: 2021 REVISSED: 2022	\$4,531	NONE	REVISED SCHEDULE
35	LOS ANGELES	SOUTH GATE	1ITS04	LAF7309	LOCAL HIGHWAY	0	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT : (1) INTERCONNECTS 18 TRAFFIC SIGNALS USING FIBER OPTIC CABLE AND WIRELESS COMMUNICATIONS (2) SYNCHRONIZES SIGNAL TIMING TO IMPROVE TRAFFIC FLOW, AND REDUCES DELAYS ALONG THE 2.7-MILE ARTERIAL. (3) INSTALL A CLOSED CIRCUIT TELEVISION CAMERA (CCTV) AT THE INTERSECTION OF LONG BEACH BL TO SUPPORT THE ADVANCE TRANSPORTATION MANAGEMENT SYSTEMS (ATMS).	EXISTING: 2021 REVISSED: 2022	EXISTING: \$1,646 REVISSED: \$1,817	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
36	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF7310	LOCAL HIGHWAY	0	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT : PROJECT AREA IS NORMANDIE AV BETWEEN 92ND ST AND EL SEGUNDO BL, MANHATTAN BEACH BL BETWEEN MANHATTAN AV AND VAN NESS AV, AND HAWTHORNE BL BETWEEN IMPERIAL HIGHWAY AND MANHATTAN BEACH BL. PROJECT SCOPE INCLUDES (1) SYNCHRONIZATION AND RETIMING TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, CHANGEABLE MESSAGE SIGNS. (2) UPGRADE TRAFFIC SIGNAL OPERATIONS TO BE CAPABLE OF TIME-BASED COORDINATION.	EXISTING: 2021 REVISSED: 2022	\$7,550	NONE	REVISED SCHEDULE
37	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF9305	LOCAL HIGHWAY		ANTELOPE VALLEY TRAFFIC SIGNAL CORRIDOR PROJECT. THIS PROJECT INCLUDES TRAFFIC SIGNAL SYNCHRONIZATION ON 50TH STREET WEST/RANCHO VISTA BOULEVARD BETWEEN AVENUE L AND PEONZA LANE (APPROX. 10+ SIGNALS) AND ALSO INCLUDES SYSTEMWIDE COORDINATION TIMING, OPERATIONAL IMPROVEMENTS AND ITS.	EXISTING: 2027 REVISSED: 2023	\$2,758	NONE	REVISED SCHEDULE
38	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LATR02018	LOCAL HIGHWAY		THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTER BLVD. THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE 1-10 EXPRESS LANES.	EXISTING: 2021 REVISSED: 2022	\$684	NONE	REVISED SCHEDULE

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
39	LOS ANGELES	GARDENA	1ITS04	LATRO2020	LOCAL HIGHWAY		IMPLEMENT TRANSIT SIGNAL PRIORITY FOR 8.4 MILES FROM THE HARBOR GATEWAY TRANSIT STATION TO 120TH STREET IN THE CITY OF GARDENA. ALSO IMPLEMENTING REAL TIME ARRIVAL INFORMATION THROUGH VARIETY OF MEDIA INCLUDING SMART PHONES, SMS TEXTS, CALL CENTERS, AND WEBSITE. COMPUTER AIDED DISPATCHING (CAD) SYSTEM AND AUTOMATED VEHICLE LOCATION (AVL) SYSTEM WILL ALSO BE IMPLEMENTED.	EXISTING: 2021 REVISSED: 2022	\$2,800	NONE	REVISED SCHEDULE
40	LOS ANGELES	LONG BEACH	1ITS05	LAF7316	LOCAL HIGHWAY		ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT : (1) UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS). (2) INSTALLS CCTV AND CMS ON ARTESIA BL. (3) INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC). (4) TWO NEW TRAFFIC SIGNALS IN COMPTON (5) INSTALLS CLASS II BIKE LANE IN BOTH DIRECTIONS FROM ATLANTIC AV TO SUSANA RD. (6) PEDESTRIAN IMPROVEMENTS.	EXISTING: 2021 REVISSED: 2022	\$3,045	NONE	REVISED SCHEDULE
41	LOS ANGELES	TORRANCE	1O1008	LA0G1589	LOCAL HIGHWAY		ANZA AVE FROM DEL AMO BLVD TO SEPULVEDA BLVD; ASPHALT PAVEMENT REHABILITATION, REPAIR DAMAGED SIDEWALKS AND CURB AND GUTTER, TRAFFIC SIGNAL IMPROVEMENTS TO INCREASE CAPACITY AND THROUGHPUT (VIDEO DETECTION, PEDESTRIAN ACTUATION), INSTALLATION OF EMERGENCY VEHICLE PREEMPTION.	EXISTING: 2021 REVISSED: 2022	EXISTING: \$2,573 REVISSED: \$7,820	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
42	LOS ANGELES	LANCASTER	LA0D447	LA0D447	LOCAL HIGHWAY	0	AVENUE L GAP CLOSURE FROM 60TH STREET WEST TO 30TH WEST, ADDING AN ADDITIONAL LANE IN EACH DIRECTION, INCLUDING A MEDIAN (WITHIN CITY JURISDICTION)	2021	\$4,620	RTP PROJECT COST REMOVED	PROJECT CANCELLED
43	LOS ANGELES	SANTA CLARITA	LA0G755	LA0G755	LOCAL HIGHWAY	0	NEWHALL RANCH ROAD BRIDGE WIDENING OVER THE SAN FRANCISQUITO CREEK 6 TO 8 LANES. FROM MCBEAN PKWY TO AVENUE TIBBITTS. BRIDGE NO. 53C2164	EXISTING: 2023 REVISSED: 2024	EXISTING: \$15,633 REVISSED: \$16,616	RTP PROJECT COST INCREASE	REVISED SCHEDULE
44	LOS ANGELES	SOUTH GATE	LA996347	LA996347	LOCAL HIGHWAY		BRIDGE NO. 53C1972, FIRESTONE BLVD, OVER LOS ANGELES RIVER, 152 M W/O LONG BEACH FREEWAY. REHABILITATE 5-LANE BRIDGE & WIDEN TO 6-LANE BRIDGE, ADD SHOULDERS, AND UPGRADE BRIDGE RAILINGS. FED PROJ: HP21L-5257(016) AND HP21L-5257(036)	EXISTING: 2021 REVISSED: 2024	EXISTING: \$21,168 REVISSED: \$20,288	RTP PROJECT COST DECREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
45	LOS ANGELES	INDUSTRY	LAF5100	LAF5100	LOCAL HIGHWAY		<p>EXISTING: SR57/60 CONFLUENCE, IMPROVE GRAND AVENUE INTERSECTION AT GOLDEN SPRINGS DRIVE: WIDEN GRAND AVE, FROM SR-60 FREEWAY TO LAVENDER DRIVE, A DISTANCE OF 0.2 MILES. PROJECT WILL ADD 1 THRU SB LANE AND 2 THRU NB LANE. WIDEN GOLDEN SPRINGS DRIVE BETWEEN COPLEY DR AND RACQUET CLUB DRIVE. ADD WB LEFT-TURN LANE AND A DEDICATED RIGHT-TURN LANE, WIDEN SIDEWALKS AND ADD PEDESTRIAN COUNTDOWN SIGNALS.</p> <hr/> <p>REVISED: SR57/60 CONFLUENCE, IMPROVE GRAND AVENUE INTERSECTION AT GOLDEN SPRINGS DRIVE: WIDEN GRAND AVE, FROM SR-60 FREEWAY TO LAVENDER DRIVE, A DISTANCE OF 0.2 MILES. PROJECT WILL ADD 1 THRU SB LANE AND 2 THRU NB LANE. WIDEN GOLDEN SPRINGS DRIVE BETWEEN COPLEY DR AND RACQUET CLUB DRIVE. ADD WB LEFT-TURN LANE AND A DEDICATED RIGHT-TURN LANE, WIDEN SIDEWALKS AND ADD PEDESTRIAN COUNTDOWN SIGNALS, AND LANDSCAPING.</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	\$16,819	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
46	LOS ANGELES	LANCASTER	1AL04	LA0G929	LOCAL HIGHWAY	0	SR-138 (SR-14) AVENUE K INTERCHANGE IMPROVEMENTS. PROJECT WILL INCLUDE WIDENING AND GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, IMPROVEMENTS TO AVENUE K BETWEEN 20TH STREET W AND 10TH STREET W, AND PEDESTRIAN AND BICYCLE IMPROVEMENTS. PROJECT WILL ADD A THIRD LANE IN THE WESTBOUND DIRECTION ON AVENUE K BETWEEN 10TH ST WEST TO 12TH ST WEST AS A GAP CLOSURE.	<p>EXISTING: 2020</p> <hr/> <p>REVISED: 2023</p>	<p>EXISTING: \$15,000</p> <hr/> <p>REVISED: \$29,638</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
47	LOS ANGELES	LANCASTER	1AL04	LA0G928	LOCAL HIGHWAY	0	SR-138 (SR-14) AVENUE J INTERCHANGE. PROJECT WILL INCLUDE NEW NORTHBOUND OFF-RAMP AND SOUTHBOUND ON-RAMP, MAINLINE IMPROVEMENTS TO ACCOMMODATE RAMP MODIFICATIONS, IMPROVEMENTS TO AVENUE J BETWEEN 15TH STREET WEST AND 25TH STREET WEST AND TRAFFIC SIGNAL IMPROVEMENTS. PROJECT WILL REDUCE THROUGH LANES ON AVENUE J FROM 3 LANES TO 2 LANES IN EACH DIRECTION BETWEEN 25TH STREET WEST AND 15TH STREET WEST TO PROVIDE BIKE LANES AND WIDER SIDEWALKS.	EXISTING: 2020 REVISSED: 2021	EXISTING: \$10,000 REVISSED: \$30,044	RTP PROJECT COST INCREASE	REVISED SCHEDULE
48	LOS ANGELES	LOS ANGELES COUNTY	1AL04	LAF5315	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. THIS PROJECT INCLUDES 6 INTERSECTIONS AT MYRTLE AV/PECK RD BETWEEN HUNTINGTON DR AND CLARK ST AND PROVIDES FOR SYSTEM WIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS. (APROX. 20+ SIGNALS)	EXISTING: 2021 REVISSED: 2022	\$1,241	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
49	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7123	LOCAL HIGHWAY		<p>EXISTING: MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND : (1) WIDENS MAGNOLIA BL FROM A 50-FT TO A 65-FT ROADWAY FOR APPROXIMATELY 3,000 LINEAR FEET FROM CAHUENGA BL TO VINELAND AV TO ACCOMMODATE A CENTER LEFT-TURN LANE, ON-STREET PARKING, AND TWO TRAFFIC LANES IN EACH DIRECTION. (2) INSTALL 8-FT CONTINUOUS SIDEWALK. (3) IMPROVEMENTS TO TRAFFIC SIGNALS, LIGHTS, AND GENERAL LANDSCAPING.</p> <hr/> <p>REVISED: MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND : INSTEAD OF WIDENING, IT RESCOPE TO INCLUDE PEDESTRIAN AND SAFETY-RELATED IMPROVEMENTS SUCH AS CURB EXTENSIONS WHERE APPROPRIATE, ENHANCED LEFT TURN PROTECTION AT SELECT LOCATIONS, TREES, ADDITIONAL SAFER CROSSINGS WITH THE INTRODUCTION OF PEDESTRIAN HYBRID BEACONS, SIDEWALK REPAIRS, ADA-COMPLIANT ACCESS RAMPS, SPEED TABLES, STORM DRAIN EXTENSION, AND ADDITIONAL CATCH BASINS.</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2023</p>	\$8,402	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
50	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF1141	LOCAL HIGHWAY	0	VICTORY BL WIDENING FROM OWENSMOUTH AVE TO DE SOTO AV. WIDEN THE SOUTH SIDE OF VICTORY BL FROM OWENSMOUTH AVE TO DE SOTO AV TO PROVIDE AN ADDITIONAL EB TRAVEL LANE	2022	\$11,655	RTP PROJECT COST REMOVED	PROJECT CANCELLED

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TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
51	LOS ANGELES	ALHAMBRA	220A1S03	LAMIPMR107	STATE HIGHWAY	710	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY, GRADE SEPARATE AND BRAID THE NB I-710 TO EB I-10 CONNECTION WITH FREMONT EB OFFRAMP, ADD AN AUXILIARY LANE FROM I-10/SR-710 INTERCHANGE TO THE I-10/FREMONT AVENUE EB OFF-RAMP, AND IMPROVE INTERSECTION CONTROL ALONG THE LOCAL ROADWAY.	2027	\$20,000	NEW RTP PROJECT COST	NEW PROJECT
52	LOS ANGELES	LOS ANGELES COUNTY MTA	220A1S06	LA9918955	STATE HIGHWAY	405	ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6).	2027	\$17,400	NEW RTP PROJECT COST	NEW PROJECT
53	LOS ANGELES	ALHAMBRA	220A1S11	LAMIPMR123	STATE HIGHWAY		RECONFIGURE 0.5 MILES OF 6-LANE FREEWAY BETWEEN THE I-10/SR-710 INTERCHANGE AND VALLEY BLVD TO A 4-LANE LOCAL ARTERIAL ROADWAY.	2029	\$100,000	NEW RTP PROJECT COST	NEW PROJECT
54	LOS ANGELES	LOS ANGELES COUNTY MTA	1163S012	LA0G1119	STATE HIGHWAY	605	IMPROVEMENTS CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE AND ON/OFF RAMP IMPROVEMENTS.	EXISTING: 2025 REVISSED: 2026	EXISTING: \$174,800 REVISSED: \$157,400	RTP PROJECT COST DECREASE	REVISED SCHEDULE

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TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
55	LOS ANGELES	PALMDALE	1AL04	LA0G894	STATE HIGHWAY	138	<p>EXISTING: WIDEN & MODIFY EXIST. STRIPING TO 3 LANES IN EACH DIRECTION ON SR 138 FROM 5TH E - 10TH E; INTERSECTION MODIFICATIONS/UPGRADES AT PALMDALE BLVD/6TH E. & PALMDALE BLVD/SIERRA HIGHWAY; RELOCATION OF EXIST. RAILROAD SIGNAL MAST-ARMS & RAIL EQUIPMENT; S/O PALMDALE BLVD. WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE R (INCLUDE S/B SIERRA HWY RIGHT TURN LANE @ AVE R); N/O PALMDALE BLVD., WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE Q; EXTEND CLASS 1 BIKE LANE, 800' ON WEST SIDE OF SIERRA HWY TO AVE R.</p> <hr/> <p>REVISED: STREET AND FULL RAILWAY UPGRADES TO PALMDALE BLVD. FROM 6TH EAST TO 8TH EAST. PALMDALE WB WILL STAY AS EXISTING (2 THRU WITH 1 LEFT AT 6TH); SB SIERRA HWY RIGHT TURN LANE TO PALMDALE BLVD; PALMDALE EB AT SIERRA WILL ADD 1 LEFT TURN LANE TO EXISTING TURN AND 2 THRU; INTERSECTION MODIFICATIONS/UPGRADES AT PALMDALE BLVD/6TH E, PALMDALE BLVD/SIERRA HIGHWAY; RELOCATION/UPGRADE OF EXIST. RAILROAD SIGNAL MAST-ARMS & RAIL EQUIPMENT</p>	<p>EXISTING: 2022</p> <hr/> <p>REVISED: 2025</p>	<p>EXISTING: \$19,600</p> <hr/> <p>REVISED: \$25,000</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
56	LOS ANGELES	PALMDALE	1AL04	LA0G896	STATE HIGHWAY	14	<p>EXISTING: WDN OFF-RAMPS TO 3 LANES: 2 LEFT, 1 RIGHT ONTO PALMDALE BLVD; WDN NB SR-14 FOR AUXILIARY LANE; MODIFY NB LOOP ON-RAMP FOR RIGHT TURN POCKET; MODIFY 2 RAMP INTERSECTIONS TO STOP LEFT TURN MOVEMENT TO MERGE FREELY ONTO PALMDALE BLVD; PROVIDE EB RIGHT TURN LANE FROM PALMDALE BLVD TO DIV, ST; MODIFY PALMDALE BLVD FOR DOUBLE LEFT TURNS FROM RAMPS; MODIFY PALMDALE BLVD FOR 3 WB THROUGH LANES THROUGH SB RAMP INTERSECTION; MODIFY SB OFF RAMP ALLOWING WIDENING FROM AVE Q - PALMDALE BLVD - UNDER LA0G897</p> <hr/> <p>REVISED: WDN SB OFF-RAMP TO 3 LANES: 2 LEFT, 1 RIGHT ONTO PALMDALE BLVD; WDN NB SR-14 FOR AUXILIARY LANE; MODIFY NB LOOP ON-RAMP FOR RIGHT TURN POCKET; MODIFY 2 RAMP INTERSECTIONS TO STOP LEFT TURN MOVEMENT TO MERGE FREELY ONTO PALMDALE BLVD; PROVIDE EB RIGHT TURN LANE FROM PALMDALE BLVD TO DIV, ST; MODIFY PALMDALE BLVD FOR DOUBLE LEFT TURNS FROM RAMPS; MODIFY PALMDALE BLVD FOR 3 WB THROUGH LANES THROUGH SB RAMP INTERSECTION</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2023</p>	<p>EXISTING: \$39,400</p> <hr/> <p>REVISED: \$37,920</p>	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
57	LOS ANGELES	INDUSTRY	1M0104	LA0D450	STATE HIGHWAY	60	RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC, ADD EB LOOP ON-RAMP, CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN, ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE.	EXISTING: 2024 REVISSED: 2026	\$257,900	NONE	REVISED SCHEDULE
58	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1M1003	LA0G1455	STATE HIGHWAY	91	SR-91 WILMINGTON AVE. INTERCHANGE PROPOSED IMPROVEMENTS WOULD RECONFIGURE WILMINGTON AVE. INTERCHANGE TO A MODIFIED DDI (DIVERGING DIAMOND INTERCHANGE). THIS PROJECT IS A PORTION OF PARENT PROJECT, FTIP ID# LA0G1563 WHICH INCLUDES THE CAPACITY COMPONENT	2023	\$49,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED
59	LOS ANGELES	LONG BEACH	LA000512	LA000512	STATE HIGHWAY	710	BRIDGE NO. 53C0065, OCEAN BLVD, OVER ENTRANCE CHANNEL, UP RR, 1.0 MI E STATE ROUTE 47. REPLACE EXISTING 5 LANE GERALD DESMOND BRIDGE (GDB) WITH NEW 6 LANE BRIDGE.	EXISTING: 2019 REVISSED: 2021	EXISTING: \$1,491,981 REVISSED: \$1,511,187	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
60	LOS ANGELES	LONG BEACH PUBLIC TRANSPORTATION COMPANY	1TR1010	LA0G1762	TRANSIT		EXPANSION OF FLEET TO TAKE OVER A PORTION OF THE METRO ROUTE 130 WITH UP TO (11) BATTERY ELECTRIC BUSES (30'/35'40'). 5307 FUNDS WERE AWARDED BY BOS UNDER THE DISCRETIONARY 15% SUBALLOCATION. FEDERAL FUNDING FOR FY19 IS \$1,887,420 AND FY20 IS \$1,548,336. ADDITIONAL FUNDS OF \$3,604,641 IN SECTION 5307 FEDERAL ALLOCATION AND \$901,160 IN TOLL CREDIT FOR FY21/22. ADDING AN ADDITIONAL (7) BUSES FOR A TOTAL OF (11) TO THE TIP.	2025	\$4,306	NEW RTP PROJECT COST	NEW PROJECT
61	LOS ANGELES	TORRANCE	1RL04	LA0G358	TRANSIT		SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	EXISTING: 2020 REVISIED: 2022	EXISTING: \$32,828 REVISIED: \$29,264	RTP PROJECT DECREASE	REVISED SCHEDULE
62	LOS ANGELES	LOS ANGELES COUNTY MTA	1TR0404	LA0G010	TRANSIT	0	REGIONAL CONNECTOR - LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	EXISTING: 2021 REVISIED: 2022	\$1,770,142	NONE	REVISED SCHEDULE
63	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TR0706	LA0G1301	TRANSIT	0	EXISTING: EAST SAN FERNANDO VALLEY LRT REVISIED: THE EAST SAN FERNANDO VALLEY ESFV TRANSIT CORRIDOR A MAJOR MASS TRANSIT PROJECT THAT WOULD OPERATE IN THE CENTER OR CURBLANE ALONG VAN NUYS BOULEVARD AND SAN FERNANDO ROAD FROM THE METRO ORANGE LINE STATION IN THE SOUTH, TO THE SYLMAR/SAN FERNANDO METROLINK STATION TO THE NORTH A DISTANCE OF APPROXIMATELY 9.2 MILES.	EXISTING: 2028 REVISIED: 2027	EXISTING: \$1,572,500 REVISIED: \$1,565,155	RTP PROEJCT DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
64	LOS ANGELES	LOS ANGELES COUNTY	1TR1010	LAF7412	TRANSIT	0	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: PROCURES (1) 30-FT CLEAN FUEL VEHICLE FOR ITS NEW LOS ANGELES COUNTY/ USC MEDICAL CENTER FIXED-ROUTE SHUTTLE SERVICE.	EXISTING: 2021 REVISSED: 2022	EXISTING: \$371 REVISSED: \$515	RTP PROJECT COST INCREASE	REVISED SCHEDULE
65	LOS ANGELES	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	1TR1015	LA0G1298	TRANSIT		PROCUREMENT OF TWO (2) NEW LOCOMOTIVES TO INCREASE METROLINK SERVICE FREQUENCY AND REDUCE HEADWAYS. THE LOCOMOTIVES WILL BE EPA TIER-4 F-125 UNITS THAT WILL IMPROVE EMISSIONS, RELIABILITY AND PERFORMANCE RELATIVE TO THE F59 LOCOMOTIVES CURRENTLY IN SERVICE.	EXISTING: 2020 REVISSED: 2022	\$3,739	NONE	REVISED SCHEDULE
66	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0D198	LA0D198	TRANSIT	0	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	EXISTING: 2020 REVISSED: 2021	\$2,058,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
67	LOS ANGELES	REDONDO BEACH	LA0D29	LA0D29	TRANSIT	0	CITY BUS TRANSFER STATION. RELOCATE EXISTING TRANSIT TERMINAL & CONSTRUCT NEW TRANSIT CENTER W/12 BUS BAYS, PAX WAITING AREA & INFO CENTER, & DRIVER LOUNGE. PROPERTY PROVIDES 339 PUBLIC PKG SPACES (PLUS 2 FOR STAFF MAINT & SECURITY) & BICYCLE FACILITIES. LOCATION 1521 KINGSDALE AVE, RB, CA 90278. PROJECT ALSO INCLUDES MINOR SURFACE STREET IMPROVEMENTS ON KINGSDALE AVE AND 182ND : KINGSDALE WIDENING ADDS DEDICATED RIGHT TURN LANE AND 182ND RESTRIPING REMOVES BUS LAYOVER AND ADDS A BIKE LANE.	EXISTING: 2020 REVISSED: 2022	EXISTING: \$13,571 REVISSED: \$16,321	RTP PROJECT COST INCREASE	REVISED SCHEDULE
68	LOS ANGELES	SANTA CLARITA	REG0703	LA0G774	TRANSIT	0	VISTA CANYON RANCH TRANSIT CENTER - RELOCATE THE EXISTING, TEMPORARY VIA PRINCESSA METROLINK STATION TO THE VISTA CANYON PROJECT SITE; INCLUDES METROLINK STATION AND BUS TRANSFER STATION, A PEDESTRIAN OVERPASS OR UNDERCROSSING OF THE TRACKS AND AN ADJACENT PARKING STRUCTURE WITH UP TO 750 PARKING SPACES.	EXISTING: 2021 REVISSED: 2022	EXISTING: \$36,619 REVISSED: \$44,869	RTP PROJECT COST INCREASE	REVISED SCHEDULE
69	LOS ANGELES	COMPTON	220A1T02	LA9918939	TRANSIT		OPERATING ASSISTANCE: COMPTON RENAISSANCE TRANSIT PEAK HOUR EXPANSION- AGENCY WILL CONTINUE TO DELIVER FIVE (5) FIXED ROUTE PUBLIC TRANSIT ROUTES EXPANDING M-F OPERATING HOURS BY +4.5 HOURS PEAK HOUR SERVICE (1.5 AM PEAK; 3.0 PM PEAK) TO/FROM REGIONAL TRANSPORTATION SERVICES, DOWNTOWN, COLLEGES & UNIVERSITIES, JOB CENTERS, AND MEDICAL FACILITIES.	2022	\$230	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
70	LOS ANGELES	ANTELOPE VALLEY TRANSIT AUTHORITY	220A1T04	LA9918898	TRANSIT		FIVE (5) EXPANSION 60 FT. ARTICULATED ELECTRIC BUSES - DECREASE HEADWAYS TO EVERY 15 MINUTES ON ROUTE 11.	2023	\$5,378	NEW RTP PROJECT COST	NEW PROJECT
71	LOS ANGELES	LOS ANGELES, CITY OF	220A1T06	LAMIP108	TRANSIT		ROUTE EXPANSION OF DASH EL SERENO/CITY TERRACE TO CONNECT TO INDIANA/3RD METRO RAIL STATION TO ACCOMMODATE TRANSIT DEPENDENT POPULATIONS. THE ROUTE EXPANSION WILL BE FACILITATED BY PROCUREMENT OF BATTERY-ELECTRIC BUSES. THIS PROJECT WILL INCREASE TRANSIT RIDERSHIP, IMPROVE CONNECTIVITY, AND IMPROVE ACCESS TO KEY DESTINATIONS. PROJECT USING TDC/ TOLL CREDITS FOR MATCH FOR STIP FUNDS: \$229 FOR CON PHASE IN FY21/22	2025	\$2,000	NEW RTP PROJECT COST	NEW PROJECT
72	LOS ANGELES	FOOTHILL TRANSIT ZONE	220A1T01	LA9918847	TRANSIT		PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON COLORADO BOULEVARD CORRIDOR FOR SERVICE LINES 187. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG COLORADO BOULEVARD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	2026	\$286	NEW RTP PROJECT COST	NEW PROJECT
73	LOS ANGELES	FOOTHILL TRANSIT ZONE	220A1T03	LA0G1752	TRANSIT		PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON AMAR ROAD CORRIDOR FOR TWO SERVICE LINES 486 AND 178. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG AMAR ROAD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	2022	\$212	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
74	LOS ANGELES	ANTELOPE VALLEY TRANSIT AUTHORITY	220A1T05	LA9918864	TRANSIT		FIVE (5) EXPANSION 60 FT. ARTICULATED ELECTRIC BUSES - DECREASE HEADWAYS TO EVERY 15 MINUTES ON ROUTE 12.	2023	\$15,703	NEW RTP PROJECT COST	NEW PROJECT
75	ORANGE	SANTA ANA	ORA125	ORA150003	LOCAL HIGHWAY	0	BRISTOL STREET WIDENING FROM WARNER AVENUE TO ST. ANDREW PLACE. WIDEN FROM 4 TO 6 LANES. PHASE IV. SPLIT FROM ORA125	EXISTING: 2023 REVISSED: 2024	\$12,674	NONE	REVISED SCHEDULE
76	ORANGE	SANTA ANA	ORA125	ORA150004	LOCAL HIGHWAY	0	BRISTOL STREET WIDENING FROM CIVIC CENTER DRIVE TO WASHINGTON AVENUE. WIDEN FROM 4 TO 6 LANES. PHASE IIIA. SPLIT FROM ORA125	EXISTING: 2018 REVISSED: 2024	\$8,826	NONE	REVISED SCHEDULE
77	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0730	ORA111801	STATE HIGHWAY	5	I-5 (ALICIA PARKWAY TO EL TORO ROAD) SEGMENT 3 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN ALICIA PARKWAY AND EL TORO ROAD (APPROXIMATELY 1.7 MILES), EXTEND THE 2ND HOV LANE IN BOTH DIRECTIONS AND ADD AUXILIARY LANES WHERE NEEDED.	EXISTING: 2023 REVISSED: 2025	EXISTING: \$179,480 REVISSED: \$181,480	RTP PROJECT COST INCREASE	REVISED SCHEDULE
78	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0730	ORA131711	STATE HIGHWAY	5	I-5 (SR-73 TO OSO PARKWAY) SEGMENT 1 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN SR-73 AND OSO CREEK (APPROXIMATELY 2.2 MILES), RECONSTRUCT AVERY PARKWAY INTERCHANGES AND ADD AUXILIARY LANES WHERE NEEDED. (PPNO 2655). PROJECT IS SPLIT WITH ORA111801 AND ORA131712. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG)	EXISTING: 2024 REVISSED: 2026	EXISTING: \$215,440 REVISSED: \$213,267	RTP PROJECT DECREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
79	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0730	ORA131712	STATE HIGHWAY	5	<p>I-5 (OSO CREEK TO ALICIA PARKWAY) SEGMENT 2 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN OSO CREEK AND ALICIA PARKWAY (APPROXIMATELY 2.6 MILES), RECONSTRUCT LA PAZ ROAD INTERCHANGE AND ADD AUXILIARY LANES WHERE NEEDED. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG)</p> <hr/> <p>I-5 (OSO CREEK TO ALICIA PARKWAY) SEGMENT 2 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN OSO CREEK AND ALICIA PARKWAY (APPROXIMATELY 2.6 MILES), RECONSTRUCT LA PAZ ROAD INTERCHANGE AND ADD AUXILIARY LANES WHERE NEEDED. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG AND HIP)</p>	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2024</p>	\$205,695	NONE	REVISED SCHEDULE
80	ORANGE	CALTRANS	2M0731	ORA192301	STATE HIGHWAY	5	ADD 1 MF LANE NB FROM TRUCK BYPASS ON RAMP TO SR-55; ADD 1 MF LANE SB FROM SR-55 TO ALTON; IMPROVE MERGING. (PROJECT B)	<p>EXISTING: 2028</p> <hr/> <p>REVISED: 2029</p>	\$438,299	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
81	ORANGE	VARIOUS AGENCIES	2M0733	ORA100511	STATE HIGHWAY	55	<p>EXISTING: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. TOLL CREDIT FOR RSTP AND CMAQ.</p> <hr/> <p>REVISED: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. TOLL CREDIT FOR RSTP AND CMAQ. (INCLUDING STREET TRAFFIC SIGNAL IMPROVEMENT AT I-5/ NEWPORT AVENUE ONRAMP FOR MITIGATION. NON-CAPACITY)</p>	<p>EXISTING: 2025 REVISED: 2027</p>	<p>EXISTING: \$333,863 <hr/>REVISED: \$475,100</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
82	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2TR1001	ORA080909	TRANSIT	0	<p>EXISTING: OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. (TRANSIT DEVELOPMENT CREDIT MATCH FHWA TRANSFER FY 15/16 FOR \$2,171 & FY 16/17 \$306 AND CMAQ FOR FY 16/17 FOR \$690)</p> <hr/> <p>REVISED: OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. (TRANSIT DEVELOPMENT CREDIT MATCH FOR FHWA TRANSFER FY16/17 IS \$306K & TDC MATCH FOR FHWA TRANSFER FY18/19 IS \$2.822M)</p>	<p>EXISTING: 2021 <hr/>REVISED: 2022</p>	<p>EXISTING: \$414,275 <hr/>REVISED: \$479,275</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
83	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	ORA030612	TRANSIT	0	PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	EXISTING: 2021 REVISIED: 2022	\$34,825	NONE	REVISED SCHEDULE
84	RIVERSIDE	PALM DESERT	420A1L02	RIV200705	LOCAL HIGHWAY		IN EASTERN RIVERSIDE CO. FOR THE CITY OF PALM DESERT - SAN PABLO AVE CORRIDOR IMPROVEMENTS: INSTALLATION OF NEW SIDEWALK, SEPARATE BIKE LANES (CLASS VI PATH), REMOVAL OF TRAVEL LANE FOR ROAD DIET AND CONSTRUCT NEW ROUNDABOUTS FOR INTERSECTION CONTROL BETWEEN FRED WARING DRIVE AND MAGNESIA FALLS DRIVE.	2023	\$4,503	NEW RTP PROJECT COST	NEW PROJECT
85	RIVERSIDE	TEMECULA	3160042	RIV180134	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF TEMECULA - YNEZ RD WIDENING FROM 2 TO 4-LANES FROM RANCHO VISTA RD TO LA PAZ ST, INCLUDING CURB & GUTTER, SIDEWALK, ADA IMPROVEMENTS, AND LANDSCAPE MEDIAN.	EXISTING: 2022 REVISIED: 2024	EXISTING: \$4,572 REVISIED: \$5,567	RTP PROJECT COST INCREASE	REVISED SCHEDULE
86	RIVERSIDE	LA QUINTA	3161L001	RIV160901	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINGTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	EXISTING: 2026 REVISIED: 2028	EXISTING: \$15,224 REVISIED: \$14,020	RTP PROJECT COST DECREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
87	RIVERSIDE	LAKE ELSINORE	3161L009	RIV160902	LOCAL HIGHWAY		<p>EXISTING: IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' SECTION THAT HAS A 375' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.</p> <hr/> <p>REVISED: IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 375' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203. (SEGMENT C OF TEMESCAL CNYN RD).</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2030</p>	\$5,750	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
88	RIVERSIDE	RIVERSIDE COUNTY	3200L072	RIV181110	LOCAL HIGHWAY	0	IN WESTERN RIVERSIDE COUNTY - CONSTRUCT 6 LANE ARTERIAL ON CLINTON KEITH ROAD FROM LEON RD TO SR-79.	<p>EXISTING: 2030</p> <hr/> <p>REVISED: 2023</p>	<p>EXISTING: \$24,763</p> <hr/> <p>REVISED: \$34,312</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
89	RIVERSIDE	WILDOMAR	3A01WT133	RIV180126C	LOCAL HIGHWAY	0	<p>EXISTING: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: WIDEN BUNDY CANYON RD (PHASE 1 SEGMENT 2) - FROM 2 TO 4 LANES AND INSTALL A 15' CLASS 1 SHARED BIKE AND PEDESTRIAN PATH, SEPARATE FROM THE ROADWAY, INCLUDING LIGHTING AND FENCING.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: AT BUNDY CANYON RD, I-15 TO FARM ROAD - INSTALL A 15' CLASS 1 SHARED BIKE AND PEDESTRIAN PATH, SEPARATE FROM THE ROADWAY, INCLUDING LIGHTING AND FENCING.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2035</p>	<p>EXISTING: \$15,300</p> <hr/> <p>REVISED: \$5,305</p>	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
90	RIVERSIDE	WILDOMAR	3A01WT180	RIV200103	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - PHASE I: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM MEADOWRIDGE LANE TO JEFFERSON AVENUE.	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2027</p>	\$3,800	NONE	REVISED SCHEDULE
91	RIVERSIDE	MENIFEE	3A01WT207	RIV180140	LOCAL HIGHWAY		<p>EXISTING: IN WETERN RIV CO IN THE CITY OF MENIFEE - SCOTT RD/ BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO MURRIETA RD (APPROX 1.78-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.</p> <hr/> <p>REVISED: IN WETERN RIV CO IN THE CITY OF MENIFEE - SCOTT RD/ BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO SUNSET WAY (APPROX 3-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.</p>	2030	<p>EXISTING: \$27,580</p> <hr/> <p>REVISED: \$28,830</p>	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
92	RIVERSIDE	TEMECULA	3A01WT222A	RIV180135	LOCAL HIGHWAY	0	<p>EXISTING: IN WESTERN RIV CO IN THE CITY OF TEMECULA WIDEN DIAZ ROAD FROM RANCHO CALIFORNIA RD TO DENDY PARKWAY (CHERRY ST.) FROM 2 TO 4 LANES (AS PART OF WESTERN BYPASS CORRIDOR)</p> <hr/> <p>REVISED: IN WESTERN RIV CO IN THE CITY OF TEMECULA - DIAZ RD WIDENING FROM 2 TO 4-LANES FROM WINCHESTER RD TO RANCHO CALIFORNIA RD (AS PART OF WESTERN BYPASS CORRIDOR)</p>	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2026</p>	\$6,500	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
93	RIVERSIDE	WILDOMAR	3A04WT126	RIV200104	LOCAL HIGHWAY		<p>EXISTING: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: RECONSTRUCT/WIDEN BAXTER ROAD AT I-15 IC BETWEEN THE ON-RAMPS FROM 2 TO 4 LANES INCLUDING RECONSTRUCTION OF RAMPS AND INSTALL TRAFFIC SIGNALS.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: RECONSTRUCT/WIDEN WILDOMAR TRAIL AT I-15 IC BETWEEN THE ON-RAMPS FROM 2 TO 4 LANES INCLUDING RECONSTRUCTION OF RAMPS AND INSTALL TRAFFIC SIGNALS.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2028</p>	\$1,851	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
94	RIVERSIDE	RIVERSIDE COUNTY	3A04WT137A	RIV090903	LOCAL HIGHWAY	0	<p>EXISTING: IN RIVERSIDE COUNTY ON CAJALCO RD – CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING (RTP IDS: 3A04WT137 AND 3A04WT138) (PA&ED ONLY) (\$803 IN FY 09/10 AND \$344.01 IN FY 15/16 OF TC USED FOR STPL MATCH IN PA&ED).</p> <hr/> <p>REVISED: IN RIVERSIDE COUNTY ON CAJALCO RD - WIDENING FROM 2TO4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON BRIDGE/EAGLE CANYON ROAD TO HARVILL AVE AND FROM 4 TO 6 LANES W/3 LANES IN THE WB DIR FROM TEMESCAL CANYON RD TO TEMESCAL CANYON BRIDGE, 3 LANES IN THE EB DIR FROM TEMESCAL CANYON ROAD TO JUST EAST OF EAGLE CANYON ROAD, & 3 LANES EB & WB FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS & THE CONSTRUCTION OF NEW, AND RECONSTRUCTION OF EXISTING BRIDGES AS NEEDED (TC USED FOR STPL MATCH).</p>	2028	\$173,185	NONE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
95	RIVERSIDE	LAKE ELSINORE	3A04WT198	RIV111203	LOCAL HIGHWAY	0	<p>EXISTING: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 706 FT OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).</p> <hr/> <p>REVISED: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.35 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 880 LF OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).</p>	<p>EXISTING: 2022</p> <hr/> <p>REVISED: 2025</p>	\$22,412	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
96	RIVERSIDE	MORENO VALLEY	3A0801	RIV080911	LOCAL HIGHWAY	0	<p>EXISTING: IN THE CITY OF MORENO VALLEY - WIDEN HEACOCK ST BETWEEN SAN MICHELE RD AND HARLEY KNOX RD, FROM 2 TO 4 LANES; REALIGN HEACOCK ST WITHIN PROJECT LIMITS BETWEEN NANDINA AND HARLEY KNOX; REPLACE BRIDGE OVER PVSD LATERAL B.</p> <hr/> <p>REVISED: IN THE CITY OF MORENO VALLEY - WIDEN HEACOCK ST BETWEEN NANDINA AVE AND HARLEY KNOX RD, FROM 2 TO 4 LANES; REALIGN HEACOCK ST WITHIN PROJECT LIMITS; REPLACE BRIDGE OVER PVSD LATERAL B.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2030</p>	\$9,911	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
97	RIVERSIDE	PALM SPRINGS	3AL104	RIV120206	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY IN PALM SPRINGS - WIDENING OF WEST SAN RAFAEL RD: WIDENING OF WEST SAN RAFAEL RD FROM TWO TO FOUR LANES (2 LANES IN EACH DIRECTION) WITH A CONTINUOUS LEFT TURN LANE FROM N. INDIAN CANYON DR. TO N. VIRGINIA RD.	EXISTING: 2029 REVISSED: 2035	\$4,900	NONE	REVISED SCHEDULE
98	RIVERSIDE	CORONA	RIV011240	RIV011240	LOCAL HIGHWAY	0	EXISTING: IN CORONA ON EXISTING MCKINLEY ST - CONSTRUCT UP TO 6 LANE GRADE SEPARATION OVERCROSSING BRIDGE OVER EXISTING BNSF RAILROAD CROSSING AND ROADWAY IMPROVEMENTS. INCLUDING BUT NOT LIMITED TO CONS OF STRUCTURAL WALLS, DRAINAGE FACILITIES, BIKE & PED FACILITIES, AND UTILITY WORK. ROW ACQUISITION & RELOCATION ANTICIPATED. REVISED: IN CORONA ON EXISTING MCKINLEY ST - CONSTRUCT UP TO 4 LANE GRADE SEPARATION OVERCROSSING BRIDGE OVER EXISTING BNSF RAILROAD CROSSING AND ROADWAY IMPROVEMENTS. INCLUDING BUT NOT LIMITED TO CONS OF STRUCTURAL WALLS, DRAINAGE FACILITIES, BIKE & PED FACILITIES, AND UTILITY WORK. ROW ACQUISITION & RELOCATION ANTICIPATED.	2023	EXISTING: \$90,500 REVISED: \$111,000	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION
99	RIVERSIDE	PALM SPRINGS	RIV031205	RIV031205	LOCAL HIGHWAY	0	IN THE CITY OF PALM SPRINGS - WIDEN RAMON RD FROM 4 TO 6 LNS (3 IN EA DIR), FROM EL CIELO RD TO SUNRISE WY., WITH INTERSECTION WIDENING AT EL CIELO RD (ADD WB RT TURN LANE), AT FARRELL DR (ADD SB LEFT TURN LANE), & AT SUNRISE WY (ADD SB LEFT, NB LEFT, AND WB LEFT). (PA&ED ONLY).	EXISTING: 2026 REVISED: 2030	\$4,750	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
100	RIVERSIDE	TEMECULA	RIV060113	RIV060113	LOCAL HIGHWAY	0	CONSTRUCT NEW 4 LANE BRIDGE OVER MURRIETA CREEK (PART OF WESTERN BYPASS CORRIDOR) INCLUDING APPROACHES, CURB & GUTTER, SIDEWALKS, & STORM DRAIN FACILITIES	EXISTING: 2025 REVISIED: 2028	EXISTING: \$10,327 REVISIED: \$14,327	RTP PROJECT COST INCREASE	REVISED SCHEDULE
101	RIVERSIDE	TEMECULA	RIV060114	RIV060114	LOCAL HIGHWAY	0	IN SOUTHWEST TEMECULA: DESIGN AND CONSTRUCT 4 LANE WESTERN BYPASS CORRIDOR (PHASE 1) FROM SR79 SOUTH TO RANCHO CALIFORNIA RD	EXISTING: 2025 REVISIED: 2028	EXISTING: \$13,500 REVISIED: \$23,500	RTP PROJECT COST INCREASE	REVISED SCHEDULE
102	RIVERSIDE	BEAUMONT	RIV180129	RIV180129	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPERATION UNDER CROSSING AT PENNSYLVANIA AVE AND UPRR, INCLUDING WIDENING OF PENNSYLVANIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES TO INCLUDE SIDEWALK IMPROVEMENTS (APPROX. 4,435 LF) AND TRAFFIC SIGNALIZATION.	EXISTING: 2022 REVISIED: 2030	EXISTING: \$2,200 REVISIED: \$2,000	RTP PROJECT COST DECREASE	REVISED SCHEDULE
103	RIVERSIDE	TEMECULA	991203	991203A	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF TEMECULA: PHASE 2: REPLACE 2-LANE LOW WATER CROSSING WITH 4-LANE BRIDGE (BR#00L0087) OVER MURRIETA CREEK AT AVENIDA ALVARADO. SEE 991203 FOR PHASE 1.	EXISTING: 2026 REVISIED: 2030	EXISTING: \$9,271 REVISIED: \$24,199	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
104	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RTC)	3200T005	RIV141203A	PASSENGER RAIL		<p>EXISTING: RIVERSIDE-DOWNTOWN STATION IMPROVEMENTS - INSTALL AN ADDITIONAL CENTER PLATFORM AND SIDING TRACK, EXTEND THE EXISTING PEDESTRIAN OVERPASS AND CONSTRUCT AN ADDITIONAL ELEVATOR FOR ADA COMPLIANCE. (SCORE PROJECT)</p> <hr/> <p>REVISED: METROLINK SCORE PROJECT - IN DOWNTOWN RIVERSIDE - PASSENGER LOADING PLATFORM, PED OVERCROSSING W/ELEVATORS, UTILITIES, LIGHTING, CANOPIES, AND PLATFORM FURNITURE, ADD'L TRACKS, ADD'L PARKING (APPROX. 500-560 SPACES), SIGNALS, PTC, CONNECT TO EXISTING SIGNALS, COMMUNICATION SYSTEMS, AND OTHER ANCILLIARY STATION IMPROVEMENTS (PAVED ONLY). THIS IS PH 2 OF RIV141203.</p>	2027	<p>EXISTING: \$42,000</p> <hr/> <p>REVISED: \$25,701</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
105	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3160001	RIV170901	STATE HIGHWAY	15	<p>EXISTING: IN WESTERN RIVERSIDE COUNTY – ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM CAJALCO ROAD IN THE CITY OF CORONA TO SR-74 (CENTRAL AVENUE) IN THE CITY OF LAKE ELSINORE. CONSTRUCT ONE AUXILIARY LANE IN THE SOUTHBOUND DIRECTION FROM CAJALCO ROAD TO WEIRICK ROAD.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY - ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM SR-74 (CENTRAL AVENUE) (PM 22.3) IN THE CITY OF LAKE ELSINORE TO EL CERRITO ROAD (PM 38.1) IN THE CITY OF CORONA. CONSTRUCT SOUTHBOUND AUXILIARY LANE FROM MAIN STREET (PM 21.2) TO SR-74 (CENTRAL AVENUE) (PM 22.3) AND FROM SR-74 (CENTRAL AVENUE) (PM 22.3) TO NICHOLS ROAD (PM 23.9). SIGNAGE AND TRANSITION STRIPING EXTENDS TO PM 20.3 TO THE SOUTH AND PM 40.1 TO THE NORTH.</p>	2027	<p>EXISTING: \$544,000</p> <hr/> <p>REVISED: \$523,828</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION
106	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S010	RIV181113	STATE HIGHWAY	15	<p>EXISTING: IN WESTERN RIVERSIDE COUNTY - CONSTRUCT 1 AUX LN SB FROM CAJALCO ROAD TO WEIRICK ROAD. EXTEND 1 EXPRESS LN NB FROM ABOUT 2,000' S/O BEDFORD CANYON WASH TO CAJALCO ROAD.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY – ON I-15: CONSTRUCT 1 AUX LN SB FROM WEIRICK RD TO CAJALCO RD AND WIDEN BEDFORD WASH BRIDGE. PM FOR ADVANCED SIGNAGE AND ANCILLARY IMPROVEMENTS: 35.6 TO 37.2</p>	<p>EXISTING: 2026</p> <hr/> <p>REVISED: 2025</p>	<p>EXISTING: \$28,000</p> <hr/> <p>REVISED: \$38,246</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
107	RIVERSIDE	MORENO VALLEY	3A07045	RIV071242	STATE HIGHWAY	60	IN THE CITY OF MORENO VALLEY - RECONSTRUCT INDIAN ST X-ING SR 60 FROM 150' S/O SUNNYMEAD BLVD., TO HEMLOCK AVE: COMPLETE RECONSTRUCT. OF THE BRIDGE TO PROVIDE 16'6" CLEARANCE & 4 THROUGH LANES (2 LNS IN EA DIR) & ASSOC. ST IMP. WITHIN THE PROJECT LIMITS (LEFT TURN POCKETS AT SUNNYMEAD AND HEMLOCK INTERSECT., RIGHT-TURN ONLY SB AT SUNNYMEAD, NEW TS AT HEMLOCK/ INDIAN ST., & INTERCONNECT MOD).	EXISTING: 2030 REVISIED: 2032	EXISTING: \$14,120 REVISIED: \$17,100	RTP PROJECT COST INCREASE	REVISED SCHEDULE
108	RIVERSIDE	MENIFEE	3M0719	RIV151218	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	2030	EXISTING: \$32,300 REVISIED: \$36,200	RTP PROJECT COST INCREASE	REVISED MODELING DETAILS
109	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3TK04MA13	RIV120201	STATE HIGHWAY	60	ON SR-60 IN UNINCORPORATED RIVERSIDE CO: CONSTRUCT NEW EASTBOUND CLIMBING AND WESTBOUND DESCENDING TRUCK LANES FROM GILMAN SPRINGS RD TO APPROX. 1.37 MILES W/O JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 12-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT.	EXISTING: 2021 REVISIED: 2023	EXISTINTG: \$138,375 REVISIED: \$146,380	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
110	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206	STATE HIGHWAY	15	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, & CONS RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN	2027	\$78,294	RTP PROJECT COST REMOVED	PROJECT CANCELLED. PROJECT SPLIT INTO FTIP IDS RIV010206A AND RIV010206B
111	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206A	STATE HIGHWAY	15	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	EXISTING: 2025 REVISD: 2023	EXISTING: \$45,295 REVISD: \$51,220	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
112	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206B	STATE HIGHWAY	15	<p>EXISTING: AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.</p> <hr/> <p>REVISED: CONS NEW I-15/FRANKLIN ST INC, CONST AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, RELAIGN & RECONSTRUCT MAIN ST SB ON RAMP FROM 1-2 LNS, ON WS OF I-15 CONST AUTO CENTER DR EXTNSN FROM EX FRANKLIN ST TO ADOBE ST & ON ES OF I-15 AND CONST CNY ESTATE DR EXT FROM EX FRANKLIN ST TO CAMINO DEL NORTE.</p>	2032	\$68,000	NONE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
113	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV031218	RIV031218A	STATE HIGHWAY	215	<p>EXISTING: I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCSRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE WEST FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCSRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, EAST FRONTAGE RD & RAMP INTRSTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.</p> <hr/> <p>REVISED: I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCSRSG TO .5 MILES N/O OLEANDER AVE OVRCSRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCSRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2024</p>	<p>EXISTING: \$76,975</p> <hr/> <p>REVISED: \$83,500</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
114	RIVERSIDE	MORENO VALLEY	RIV050533	RIV050533	STATE HIGHWAY	215	AT I-215/CACTUS AVE IC: WIDEN IC FROM 3 TO 6 THRU LNS (EB FROM 2 TO 3 BTWN W/O BNSF RR TO 1300' E/O VETERANS WAY, ADD 4TH EB LANE FROM NB EXIT RAMP TO E/O ELSWORTH ST, WIDEN WB FROM 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	EXISTING: 2029 REVISIED: 2031	EXISTING: \$65,370 REVISIED: \$65,500	RTP PROJECT COST INCREASE	REVISED SCHEDULE
115	RIVERSIDE	LAKE ELSINORE	RIV060109	RIV060109	STATE HIGHWAY	15	EXISTING: AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 TO 18.5 (EA: 0F3100). REVISIED: AT I-15/SR-74 (CENTRAL AVE) IC JCT BTWN 1,000 FT W/O COLLIER AVE TO CONARD AVE: REMOVE/ REPLACE EXIST NB ON-RAMP WITH NB HOOK ON- AND OFF- RAMPS AT DEXTER AVE NORTH OF CENTRAL AVE, ADD NB LOOP OFF-RAMP AT CENTRAL AVE, ADD AUX LANE SEGMENTS AT ON-/OFF-RAMPS, WIDEN SB ON-/OFF-RAMPS AND SEGMENTS OF CENTRAL AVE AND DEXTER AVE. PM LIMITS FOR SR-74: R15.97 TO 17.82 (EA: 0F3100).	EXISTING: 2026 REVISIED: 2030	EXISTING: \$58,250 REVISIED: \$62,650	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
116	RIVERSIDE	LAKE ELSINORE	RIV060109	RIV060109	STATE HIGHWAY	15	<p>EXISTING: AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 TO 18.5 (EA: 0F3100).</p> <hr/> <p>REVISED: AT I-15/SR-74 (CENTRAL AVE) IC JCT BTWN 1,000 FT W/O COLLIER AVE TO CONARD AVE: REMOVE/ REPLACE EXIST NB ON-RAMP WITH NB HOOK ON- AND OFF- RAMPS AT DEXTER AVE NORTH OF CENTRAL AVE, ADD NB LOOP OFF-RAMP AT CENTRAL AVE, ADD AUX LANE SEGMENTS AT ON-/OFF-RAMPS, WIDEN SB ON-/OFF-RAMPS AND SEGMENTS OF CENTRAL AVE AND DEXTER AVE. PM LIMITS FOR SR-74: R15.97 TO 17.82 (EA: 0F3100).</p>	<p>EXISTING: 2026</p> <hr/> <p>REVISED: 2030</p>	<p>EXISTING: \$58,250</p> <hr/> <p>REVISED: \$62,650</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
117	RIVERSIDE	CALIMESA	RIV060117	RIV060117	STATE HIGHWAY	10	<p>EXISTING: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)</p> <hr/> <p>REVISED: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)</p>	2035	<p>EXISTING: \$38,400</p> <hr/> <p>REVISED: \$37,600</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
118	RIVERSIDE	CALIMESA	RIV060117	RIV060117A	STATE HIGHWAY	10	EXISTING: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/ WIDEN RAMPS – EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980) REVISED: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL STOP SIGNS (EA: 0F981).	EXISTING: 2035 REVISED: 2024	\$4,310	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
119	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070308	RIV070308	STATE HIGHWAY	91	AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) (\$1,501/\$639/\$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. \$159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.)	EXISTING: 2023 REVISED: 2026	EXISTING: \$126,663 REVISED: \$163,844	RTP PROJECT COST INCREASE	REVISED SCHEDULE
120	SAN BERNARDINO	UPLAND	200630	201101	LOCAL HIGHWAY	0	ARROW ROUTE WIDENING FROM 2 TO 4 LANES. BRIDGE AND STREET WIDENING FOR ARROW ROUTE, FROM MONTE VISTA AVENUE TO CENTRAL AVENUE	EXISTING: 2022 REVISED: 2024	\$2,200	NONE	REVISED SCHEDULE
121	SAN BERNARDINO	HIGHLAND	200852	201180	LOCAL HIGHWAY	0	DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852	EXISTING: 2023 REVISED: 2025	\$673	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
122	SAN BERNARDINO	HIGHLAND	4M01003	20190001	LOCAL HIGHWAY		<p>EXISTING: SR-210/5TH ST IC IMPROVEMENTS: WIDEN & RESTRIPE 5TH ST (4-6 LANES) FROM EAST EDGE OF CITY CREEK BRDG TO THE EB SR-210 RAMPS W/ADD:L TURN POCKETS PLUS 2 TRUCK ACCESS LANES; WIDEN & RESTRIPE 5TH ST (6-8 LANES) UNDER SR-210 B/W EB & WB RAMPS, INCL. ADD:L THRU & TURN LANES; WIDEN THE EB & WB ON-RAMPS 2-3 LANES, WIDEN THE EB & WB OFF-RAMPS 1-2 LANES, ALL RAMPS REMAIN 1 LN AT THE MAINLINE. (COMBINES PRIOR PROJS 2011153 & 2011154)</p> <hr/> <p>REVISED: SR-210/5TH ST IC IMPROVEMENTS: WIDEN & RESTRIPE 5TH ST (4-6 LANES) FROM EAST EDGE OF CITY CREEK BRDG TO THE EB SR-210 RAMPS W/ADD:L TURN POCKETS PLUS 2 TRUCK ACCESS LANES; WIDEN & RESTRIPE 5TH ST (6-8 LANES) UNDER SR-210 B/W EB & WB RAMPS, INCL. ADD:L THRU & TURN LANES; WIDEN THE EB & WB ON-RAMPS 2-3 LANES, WIDEN THE EB & WB OFF-RAMPS 1-2 LANES, ALL RAMPS REMAIN 1 LN AT THE MAINLINE. (COMBINES PRIOR PROJS 2011153 & 2011154)</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2026</p>	<p>EXISTING: \$9,661</p> <hr/> <p>REVISED: \$12,408</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
123	SAN BERNARDINO	FONTANA	4200L002	20199902	LOCAL HIGHWAY		<p>EXISTING: IN FONTANA: IMPROVE VICTORIA/WALNUT AVE (REMAINS 2 LNS) FROM WEST OF THE I-15 TO REALIGNMENT OF INTERSECTION TO CHERRY AVE AND FROM CHERRY STREET NAME CHANGE TO WALNUT AVE FROM CHERRY AVE TO SAN SEVAINE RD; WIDEN & IMPROVE CHERRY AVE (4-6 LNS) FROM I-210 TO BASELINE AVE; IMPROVE S. HIGHLAND AVE (REMAINS 2 LNS) FROM CHERRY AVE TO SAN SEVAINE RD; IMPROVE SAN SEVAINE RD (REMAINS 2 LNS) FROM S. HIGHLAND AVE TO WALNUT ST; SEGMENTS WILL INCLUDE CENTER MEDIANS & CLASS I AND CLASS II BIKE LANES.</p> <p>REVISED: IN FONTANA: IMPROVE VICTORIA/WALNUT AVE (REMAINS 2 LNS) FROM EAST OF THE I-15 TO REALIGNMENT OF INTERSECTION TO CHERRY AVE AND FROM CHERRY STREET NAME CHANGE TO WALNUT AVE FROM CHERRY AVE TO SAN SEVAINE RD; WIDEN & IMPROVE CHERRY AVE (4-6 LNS) FROM I-210 TO BASELINE AVE; IMPROVE S. HIGHLAND AVE (REMAINS 2 LNS) FROM CHERRY AVE TO SAN SEVAINE RD; IMPROVE SAN SEVAINE RD (REMAINS 2 LNS) FROM S. HIGHLAND AVE TO WALNUT ST; SEGMENTS WILL INCLUDE CENTER MEDIANS & CLASS I AND CLASS II BIKE LANES.</p>	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2025</p>	\$20,234	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
124	SAN BERNARDINO	FONTANA	4A01132	201147	LOCAL HIGHWAY	0	SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	<p>EXISTING: \$6,551</p> <hr/> <p>REVISED: \$10,492</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

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TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
125	SAN BERNARDINO	SAN BERNARDINO COUNTY	4A01278	20210101	LOCAL HIGHWAY	0	EXISTING: WIDEN PHELAN RD FROM SHEEP CREEK RD TO BALDY MESA RD FROM 2 TO 6 LANES REVISED: WIDEN PHELAN ROAD 2-4 LANES FROM SR 138 TO LOS BANOS AVENUE	2025	EXISTING: \$24,798 REVISED: \$56,000	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION
126	SAN BERNARDINO	FONTANA	4A04102	20190104	LOCAL HIGHWAY	0	EXISTING: WIDEN FOOTHILL BLVD FROM HEMLOCK AVE TO ALMERIA AVE FROM 4 TO 6 LANES REVISED: IN FONTANA: WIDEN FOOTHILL BLVD (4-6 LANES) FROM HEMLOCK AVE TO ALMERIA AVE; INCLUDES CLASS II BIKE LANES, RAISED MEDIAN, AND REPLACEMENT OF HISTORIC MALAGA BRIDGE TO ACCOMMODATE STREET WIDENING. EXISTING MALAGA BRIDGE TO BE RELOCATED.	EXISTING: 2021 REVISED: 2024	EXISTING: \$8,014 REVISED: \$24,695	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
127	SAN BERNARDINO	COLTON	4A07226	201158	LOCAL HIGHWAY	0	AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING	EXISTING: 2023 REVISED: 2024	\$6,652	NONE	REVISED SCHEDULE
128	SAN BERNARDINO	YUCAIPA	4A07248	20151505	LOCAL HIGHWAY		EXISTING: AVENUE E IMPROVEMENTS: WIDEN AVENUE E, 2-4 LANES, FROM 5TH ST TO 4TH ST. INSTALL ROUNDABOUTS ALONG AVE E AT 5TH, 4TH, 3RD, 2ND, AND BYRANT ST.. INSTALL ROUNDABOUT AT YUCAIPA BLVD & BRYANT ST. (PHASED PROJECT) REVISED: AVENUE E IMPROVEMENTS: WIDEN AVENUE E, 2-4 LANES, FROM 5TH ST TO 4TH ST. INSTALL ROUNDABOUTS ALONG AVE E AT 5TH, 4TH, 3RD, 2ND, AND BYRANT ST.. INSTALL ROUNDABOUT AT YUCAIPA BLVD & BRYANT ST. (PHASED PROJECT) CONSTRUCT SIDEWALK & BIKE LANES ALONG AVE E BETWEEN 2ND ST. & BRYANT STREET.	EXISTING: 2020 REVISED: 2022	EXISTING: \$2,338 REVISED: \$6,580	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
129	SAN BERNARDINO	MONTCLAIR	4G07421	20150001	LOCAL HIGHWAY	0	BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. BRIDGE REHABILITATE. REHABILITATE EXISTING FOUR LANE BRIDGE WITH SIX LANE BRIDGE WITH SIDEWALKS. PROJECT MUST APPEAR IN 20 YEAR RTP. TOLL CREDITS TO MATCH EARREPU.	2022	\$14,585	RTP PROJECT COST REMOVED	PROJECT CANCELLED DUPLICATE
130	SAN BERNARDINO	MONTCLAIR	4G07421	20150001	LOCAL HIGHWAY	0	WIDEN CENTRAL AVE GRADE SEPARATION ON THE ALHAMBRA AND LOS ANGELES LINES FROM 4 TO 6 LANES BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. BRIDGE REPLACEMENT. REPLACE AND WIDEN THE EXISTING FOUR LANE BRIDGE ON CENTRAL AVENUE OVER UPRR/ AMTRAK/METROLINK WITH A NEW SIX LANE BRIDGE WITH SIDEWALKS.	EXISTING: 2035 REVISIED: 2025	EXISTING: \$14,585 REVISIED: \$30,196	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
131	SAN BERNARDINO	FONTANA	SBD031266	SBD031266	LOCAL HIGHWAY	0	SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES	EXISTING: 2021 REVISIED: 2022	EXISTING: \$8,129 REVISIED: \$9,235	RTP PROJECT COST INCREASE	REVISED SCHEDULE
132	SAN BERNARDINO	VICTORVILLE	SBD97147	SBD97147	LOCAL HIGHWAY	0	GREEN TREE BLVD AT AT&SF RAILROAD CONSTRUCT 4-LANE BR & CONNECT TO HESPERIA & RIDGECREST RD (TOLL CREDITS USED TO MATCH EARREPU)	EXISTING: 2022 REVISIED: 2023	EXISTING: \$49,711 REVISIED: \$50,794	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
133	SAN BERNARDINO	VARIOUS AGENCIES	1830	1830	STATE HIGHWAY	10	I-10 AT CEDAR AVE. BETWEEN SLOVER AND BLOOMINGTON - FROM BLOOMINGTON TO ORANGE, RECONSTRUCT IC - WIDEN 4-6 LANES WITH LEFT AND RIGHT TURN LANES; ADD 1 LANE TO THE EB OFF RAMP WHICH GOES BEYOND THE GORE AREA; ADD 2 LANES ON THE WB OFF RAMP WITHIN THE GORE AREA; PAVEMENT REHAB FROM ORANGE TO SLOVER (REMAINS 4 LANES).	EXISTING: 2022 REVISSED: 2024	EXISTING: \$79,209 REVISSED: \$111,260	RTP PROJECT COST INCREASE	REVISED SCHEDULE
134	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4122005	20159903	STATE HIGHWAY	10	EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K) REVISSED: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	EXISTING: 2024 REVISSED: 2027	EXISTING: \$1,214,607 REVISSED: \$1,102,588	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
135	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4122005	20191301	STATE HIGHWAY	10	<p>EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)</p> <hr/> <p>REVISED: I-10 CORRIDOR CONTRACT 2A: THE PROJECT WILL PROVIDE TWO EXPRESS LANES IN EACH DIRECTION FROM JUST EAST OF I-15 TO SIERRA AVENUE TO FONTANA, CONNECTING TO THE I-10 CORRIDOR CONTRACT 1 EXPRESS LANES CURRENTLY UNDER CONSTRUCTION.</p>	<p>EXISTING: 2024</p> <hr/> <p>REVISED: 2027</p>	<p>EXISTING: \$1,214,607</p> <hr/> <p>REVISED: \$670,801</p>	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
136	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4120198	20190010	STATE HIGHWAY	10	<p>COLTON: MT. VERNON AVE BRIDGE WIDENING OVER I-10: WIDEN MT. VERNON BRIDGE STRUCTURE (3-4 LANES; 1 NEW SB LANE) TO ACCOMMODATE NEW DEDICATED TURN AND BIKE LANES, WIDEN MT. VERNON AVE (2-4 LANES) FROM I-10 EB OFF/OFF-RAMPS TO APPROX. 300 FT SOUTH ALONG MT. VERNON; REALIGN MT. VERNON & E VALLEY BLVD INTERSECTION; RELOCATE WB ON-RAMP (REMAINS 1 LANE AT THE MAINLINE).</p>	<p>EXISTING: 2024</p> <hr/> <p>REVISED: 2025</p>	<p>EXISTING: \$53,869</p> <hr/> <p>REVISED: \$71,173</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
137	SAN BERNARDINO	SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)	4122003	20179901	STATE HIGHWAY	10	ON I-10 CONTINUE THE EXISTING EASTBOUND TRUCK CLIMBING LANE ON I-10 FROM THE 16TH ST BRIDGE IN THE CITY OF YUCAIPA FOR ABOUT 3 MILES TO JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING. THE PROJECT INCLUDES A TRANSITION LANE TO ALLOW TRUCKS TO MERGE WITH GENERAL TRAFFIC AND MAY INCLUDE MINOR STRUCTURAL IMPROVEMENTS TO ACCOMMODATE FOR LANE WIDENING.	2023	\$34,596	RTP PROJECT COST REMOVED	PROJECT CANCELLED DUPLICATE
138	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4M01005	20111625	STATE HIGHWAY	210	SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELERATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE, AND INCLUDES ROAD REHAB. (UNDER 1/4 MILES LENGTH)	EXISTING: 2021 REVISD: 2023	EXISTING: \$187,050 REVISD: \$218,396	RTP PROJECT COST INCREASE	REVISED SCHEDULE
139	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	REG0701	201186	STATE HIGHWAY	210	AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS - WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970) AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS : WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	EXISTING: 2021 REVISD: 2022	EXISTING: \$34,933 REVISD: \$35,583	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
140	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4160049	20192702	TRANSIT		EXISTING: PASSENGER RAIL SERVICE FROM SAN BERNARDINO TO METROLINK LINE TO ONTARIO AIRPORT REVISD: ZERO-EMISSION, RUBBER TIRE, DIRECT TRANSIT CONNECTION BETWEEN THE RANCHO CUCAMONGA METROLINK STATION AND THE ONTARIO INTERNATIONAL AIRPORT	EXISTING: 2045 REVISED: 2024	EXISTING: \$1,202,699 REVISED: \$85,000	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
141	SAN BERNARDINO	VICTOR VALLEY TRANSIT AUTHORITY	20190011	20190011	TRANSIT		VVTA REGIONAL EXPANSION BUSES: ROUTE 59 (1 BUS) & ROUTE 65 (2 BUSES)	EXISTING: 2022 REVISED: 2024	\$1,145	NONE	REVISED SCHEDULE
142	VENTURA	THOUSAND OAKS	620A1L01	VEN210201	LOCAL HIGHWAY		WIDEN HAMPSHIRE ROAD TO PROVIDE ONE ADDITIONAL LEFT-TURN LANE IN NB DIRECTION BETWEEN SB AND NB RAMPS, IN SB DIRECTION PROVIDE ONE ADDITIONAL THROUGH LANE BETWEEN NB RAMPS AND WILLOW LN AND ONE ADDITIONAL LEFT-TURN LANE BETWEEN SB AND NB RAMPS, CLASS II BIKE LANES, AND WIDEN NB ON-RAMP TO 3 LANES.	2031	\$76,500	NEW RTP PROJECT COST	NEW PROJECT

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TABLE 2 Modifications to RTP Projects

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	1161L001	LOCAL HIGHWAY	0	EXISTING: IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD. PHASE 1 INCLUDES 4 NEW LANES ON IMPERIAL AVENUE FROM I-8 TO WAKE AVENUE; AND 2 NEW LANES ON WAKE AVENUE FROM IMPERIAL AVENUE TO CYPRESS DRIVE. REVISED: IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD.	2026	EXISTING: \$6,852 REVISED: \$10,230	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION
2	IMPERIAL	VARIOUS AGENCIES	6120006	TRANSIT	0	CONSTRUCT CALEXICO INTERMODAL TRANSPORTATION CENTER	EXISTING: 2023 REVISED: 2027	\$9,467	NONE	REVISED SCHEDULE
3	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33000-IMP171101	TRANSIT		REGIONAL MOBILITY MANAGEMENT PROGRAM.	EXISTING: 2021 REVISED: 2023	\$800	NONE	REVISED SCHEDULE
4	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33000	TRANSIT		COUNTY WIDE TRANSIT SYSTEM - OPERATING AND CAPITAL ASSISTANCE	EXISTING: 2020 REVISED: 2025	\$353	NONE	REVISED SCHEDULE
5	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33023	TRANSIT		IVT MEDTRANS	EXISTING: 2022 REVISED: 2025	\$5,528	NONE	REVISED SCHEDULE
6	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L01	LOCAL HIGHWAY		NEW RAMP INBOUND TO LAX CENTRAL TERMINAL AREA (CTA) AS A FLYOVER ABOVE SEPULVEDA BOULEVARD DROPPING TO AT-GRADE AROUND VICKSBURG AVENUE THEN RISING AND CONTINUING AS AN ELEVATED ROADWAY TURNING SOUTH AND THEN WEST INTO THE CTA WITH A SPLIT FOR UPPER AND LOWER LEVELS IN THE CTA.	2028	\$108,500	NEW RTP PROJECT COST	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
7	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L02	LOCAL HIGHWAY		NEW INBOUND TO THE LAX CENTRAL TERMINAL AREA (CTA) AS AN AT-GRADE EXIT FROM NORTHBOUND SEPULVEDA BOULEVARD CONTINUING EAST ADJACENT TO 96TH STREET, THEN SOUTH ALONG VICKSBURG AVENUE, AND THEN TURNING EAST TO RAMP-UP TO AND CONNECT WITH STATION A TO THE CTA.	2028	\$6,500	NEW RTP PROJECT COST	NEW PROJECT
8	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L03	LOCAL HIGHWAY		ELEVATED ROADWAY FROM THE LAX CENTRAL TERMINAL AREA (CTA) NORTH OF CENTURY BOULEVARD, TURNING WEST ALONG 98TH STREET AND OVER SEPULVEDA BOULEVARD, AND THEN TURNING SOUTH TO DROP DOWN TO, AND MERGE WITH, THE SOUTHBOUND SEPULVEDA BOULEVARD.	2028	\$76,000	NEW RTP PROJECT COST	NEW PROJECT
9	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L04	LOCAL HIGHWAY		MINOR MODIFICATIONS OF THE WESTBOUND 96TH STREET TO ALLOW ACCESS FROM JETWAY BOULEVARD TO NORTHBOUND SEPULVEDA BOULEVARD.	2028	\$7,700	NEW RTP PROJECT COST	NEW PROJECT
10	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L05	LOCAL HIGHWAY		AT-GRADE DEFLECTION OF EASTBOUND 96TH STREET TO ALLOW FOR STATION G TO CONNECT TO WESTBOUND 96TH STREET AND KEEP ELEVATED ROADWAYS OUT OF THE RUNWAY PROTECTION ZONE (RPZ).	2028	\$6,600	NEW RTP PROJECT COST	NEW PROJECT
11	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L06	LOCAL HIGHWAY		ELEVATED ROADWAY THAT EXITS FROM STATION D THAT DROPS DOWN TO GRADE ALONG 96TH STREET AND CONNECTS TO INTERSECTION OF 96TH STREET/SEPULVEDA BOULEVARD FOR A RIGHT TURN ONTO NORTHBOUND SEPULVEDA BOULEVARD.	2028	\$10,200	NEW RTP PROJECT COST	NEW PROJECT
12	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L07	LOCAL HIGHWAY		NEW ELEVATED ROADWAY THAT EXITS FROM STATION D THAT DROPS DOWN TO GRADE ADJACENT TO SAID SUBSTATION AND IS A LANE ADDITION TO EASTBOUND 96TH STREET FOR CENTRAL TERMINAL AREA OUTBOUND ACCESS TO THE INTERMODAL TRANSPORTATION FACILITY WEST.	2028	\$10,200	NEW RTP PROJECT COST	NEW PROJECT
13	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L08	LOCAL HIGHWAY		WESTBOUND CENTURY BOULEVARD INBOUND TO THE LAX CENTRAL TERMINAL AREA UPPER AND LOWER LEVELS; WIDENING OF THE EXISTING BRIDGE.	2028	\$22,000	NEW RTP PROJECT COST	NEW PROJECT

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
14	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L09	LOCAL HIGHWAY		JETWAY BOULEVARD INTERSECTION WITH CENTURY BOULEVARD.	2028	\$9,100	NEW RTP PROJECT COST	NEW PROJECT
15	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L10	LOCAL HIGHWAY		AN AT-GRADE ROAD THAT LEAVES CENTER WAY AND CROSSES OVER SEPULVEDA BOULEVARD TO MERGE WITH WORLD WAY SOUTH TRAFFIC AND CONTINUES ON TO ELEVATE OVER CENTURY BOULEVARD AND TIE INTO STATION D.	2028	\$36,600	NEW RTP PROJECT COST	NEW PROJECT
16	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L11	LOCAL HIGHWAY		UPPER LEVEL OF WORLD WAY SOUTH RECONSTRUCTION OF EXISTING LOOP RAMP AROUND OLD AIR TRAFFIC CONTROL TOWER TO MERGE TRAFFIC AT GRADE WITH CENTER WAY AND LEAD OUT TO STATION K.	2028	\$3,900	NEW RTP PROJECT COST	NEW PROJECT
17	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L12	LOCAL HIGHWAY		UPPER LEVEL OF WORLD WAY SOUTH NEW ELEVATED RAMP TO TIE INTO STATION P FOR EASTBOUND CENTURY BOULEVARD ACCESS.	2028	\$5,300	NEW RTP PROJECT COST	NEW PROJECT
18	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L13	LOCAL HIGHWAY		WORLD WAY SOUTH LOWER LEVEL RETURN-TO-TERMINAL ROAD THAT TUNNELS UNDER STATIONS K AND P.	2028	\$14,000	NEW RTP PROJECT COST	NEW PROJECT
19	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L14	LOCAL HIGHWAY		AT GRADE ROAD LEAVES WORLD WAY SOUTH AND CROSSES OVER SEPULVEDA BOULEVARD TO MERGE WITH CENTER WAY TRAFFIC AND THEN CONTINUES ON AT GRADE TO CENTURY BOULEVARD.	2028	\$4,800	NEW RTP PROJECT COST	NEW PROJECT
20	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L15	LOCAL HIGHWAY		TERMINAL 9 UPPER LEVEL RECIRCULATION ROAD	2028	\$33,100	NEW RTP PROJECT COST	NEW PROJECT
21	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L16	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL RETURN-TO-TERMINAL ROAD.	2028	\$9,500	NEW RTP PROJECT COST	NEW PROJECT
22	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L17	LOCAL HIGHWAY		T9 LOWER LEVEL RECIRCULATION ROAD	2028	\$20,400	NEW RTP PROJECT COST	NEW PROJECT

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
23	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L18	LOCAL HIGHWAY		LAX CENTRAL TERMINAL AREA (CTA) UPPER LEVEL CONNECTOR TO THE TERMINAL 9 UPPER LEVEL; WILL REBUILD EXISTING SEPULVEDA BOULEVARD CROSSING TO TIE UPPER LEVEL CTA TO UPPER LEVEL TERMINAL 9.	2028	\$45,600	NEW RTP PROJECT COST	NEW PROJECT
24	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L19	LOCAL HIGHWAY		TERMINAL 9 UPPER LEVEL CURB FRONT EXIT TO JETWAY BOULEVARD AND CENTURY BOULEVARD.	2028	\$57,100	NEW RTP PROJECT COST	NEW PROJECT
25	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L20	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL CURB FRONT EXIT TO JETWAY BOULEVARD.	2028	\$8,800	NEW RTP PROJECT COST	NEW PROJECT
26	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L21	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL COMMERCIAL CURB.	2028	\$2,400	NEW RTP PROJECT COST	NEW PROJECT
27	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L22	LOCAL HIGHWAY		NEW AT-GRADE RAMP FROM NORTHBOUND SEPULVEDA BOULEVARD TO EASTBOUND CENTURY BOULEVARD	2028	\$4,500	NEW RTP PROJECT COST	NEW PROJECT
28	LOS ANGELES	LONG BEACH	220A1L39	LOCAL HIGHWAY		ESTABLISHING A GREAT STREET (OR MULTIMODAL CORRIDOR) IN LONG BEACH - IMPLEMENTING THE CITY'S STREET PRIORITIZATION FRAMEWORK. IMPROVEMENT INCLUDES ROUND-ABOUT, BUS SHELTER UPGRADE, BULB-OUT, ENHANCED CROSSING, AND CLASS II BIKE LANE (3 MILES)	2024	\$7,198	NEW RTP PROJECT COST	NEW PROJECT
29	LOS ANGELES	LANCASTER	LA0D447	LOCAL HIGHWAY		AVENUE L GAP CLOSURE FROM 60TH STREET WEST TO 30TH WEST, ADDING AN ADDITIONAL LANE IN EACH DIRECTION, INCLUDING A MEDIAN (WITHIN CITY JURISDICTION)	2021	\$4,620	RTP PROJECT COST REMOVED	PROJECT CANCELLED
30	LOS ANGELES	LANCASTER	1AL04-LA0G931	LOCAL HIGHWAY		SR-138 (SR-14) AVENUE M INTERCHANGE. PROJECT WILL WIDEN AVENUE M FROM 10TH STREET TO 20TH STREET WEST TO PROVIDE A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS. THE PROJECT INCLUDES GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND BIKE AND PEDESTRIAN IMPROVEMENTS FROM WEST OF 20TH STREET WEST TO 10TH STREET WEST.	EXISTING: 2019 REVISD: 2021	EXISTING: \$20,000 REVISD: \$32,446	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
31	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	220A1S01	STATE HIGHWAY	405	ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE AND MAIN STREET.	2027	\$123,335	NEW RTP PROJECT COST	NEW PROJECT
32	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1S02	STATE HIGHWAY	1	NEW EASTWARD DEFLECTION OF NORTHBOUND AND SOUTHBOUND SEPULVEDA BOULEVARD.	2028	\$55,000	NEW RTP PROJECT COST	NEW PROJECT
33	LOS ANGELES	ALHAMBRA	220A1S04	STATE HIGHWAY	10 (ATLANTIC)	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	2028	\$20,000	NEW RTP PROJECT COST	NEW PROJECT
34	LOS ANGELES	ALHAMBRA	220A1S05	STATE HIGHWAY	10 (GARFIELD)	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	2028	\$20,000	NEW RTP PROJECT COST	NEW PROJECT
35	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S003	STATE HIGHWAY	605	SB I-605 LOOP ON AND OFF RAMP REMOVAL AND RECONFIGURATION OF THE EXISTING INTERCHANGE AT BEVERLY BLVD. THE SOUTHBOUND I-605 COLLECTOR-DISTRIBUTOR ROAD WILL BE REMOVED FROM THE MAINLINE AND THE NEW RAMPS WILL MERGE/DIVERGE DIRECTLY FROM THE MAINLINE	EXISTING: 2022 REVISSED: 2023	\$25,607	NONE	REVISED SCHEDULE
36	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S005	STATE HIGHWAY	91	ADD ONE EASTBOUND AUXILIARY LANE FROM I-710 RAMPS AT ATLANTIC AVENUE TO PAST CHERRY AVENUE UNDERCROSSING.	EXISTING: 2024 REVISSED: 2025	\$84,878	NONE	REVISED SCHEDULE
37	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S010	STATE HIGHWAY	605	I-605 FROM FAIRTON ST. UC TO BRADWELL OH: ADD GP LANE, HOT, OR HOV LANE &/OR CONVERT HOV TO HOT LANE. I-105 FROM BELLFLOWER BLVD OC TO STUDEBAKER RD: ADD HOV LANE BOTH DIRECTIONS THROUGH THE I-605/I-5 INTERCHANGE. I-5 FROM FLORENCE AVE OC TO RIO HONDO CHANNEL: ADD HOT/HOV DIRECT CONNECTORS AT I-605/I-105 INTERCHANGE (NB TO WB, WB TO NB & SB TO WB, WB TO SB). IMPROVE I-605 & I-5 MAINLINE, RAMPS, INTERCHANGES, & AUX LANES.	2031	\$2,200,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE PROJECT.

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
38	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S012	STATE HIGHWAY	91	IMPROVEMENTS CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE AND ON/OFF RAMP IMPROVEMENTS.	2025	\$174,800	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE PROJECT.
39	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1M1003-LA0G1454	STATE HIGHWAY	91	SR-91 CENTRAL AVE INTERCHANGE IMPROVEMENTS PROPOSED IMPROVEMENTS WOULD RECONFIGURE CENTRAL AVE. INTERCHANGE TO A MODIFIED DDI (DIVERGING DIAMOND INTERCHANGE). PROJECT FALLS UNDER LA0G1563 SCOPE.	2024	\$50,697	RTP PROJECT COST REMOVED	PROJECT CANCELLED
40	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TR0704A	TRANSIT		EXISTING: PHASE 2 OF THE GOLD LINE EASTSIDE EXTENSION TO SOUTH EL MONTE ALONG SR-60 <hr/> REVISED: PHASE 2 OF THE GOLD LINE EASTSIDE EXTENSION TO WHITTIER	2035	\$4,530,700	NONE	REVISED PROJECT DESCRIPTION
41	LOS ANGELES	INGLEWOOD	1200T100	TRANSIT		INGLEWOOD TRANSIT CONNECTOR	2027	\$1,016,000	NEW RTP PROJECT COST	NEW PROJECT
42	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2121001	LOCAL HIGHWAY		STATE COLLEGE GRADE SEPARATION (LOSSAN) - CONSTRUCT AN UNDERCROSSING UNDER THE SCRRRA TRACKS ON STATE COLLEGE BLVD IN THE CITY OF ANAHEIM BETWEEN HOWELL AVE AND KATELLA AVE. (NOT CAPACITY ENHANCING)	EXISTING: 2025 <hr/> REVISED: 2030	\$92,000	NONE	REVISED SCHEDULE
43	ORANGE	CALTRANS	2M0731	STATE HIGHWAY	5	ADD 1 MF LANE NB FROM TRUCK BYPASS ON RAMP TO SR-55; ADD 1 MF LANE SB FROM SR-55 TO ALTON; IMPROVE MERGING. (PROJECT B)	EXISTING: 2028 <hr/> REVISED: 2029	\$438,299	NONE	REVISED SCHEDULE
44	ORANGE	VARIOUS AGENCIES	2M0733	STATE HIGHWAY	55	ADD 1 MF LANE AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	EXISTING: 2025 <hr/> REVISED: 2027	EXISTING: \$410,907 <hr/> REVISED: \$475,100	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
45	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0736	STATE HIGHWAY	91	<p>EXISTING: ADD 1 MF LANE EB FROM 57 TO 55; ADD 1 MF LANE WB FROM NB SR57 CONNECTOR TO STATE COLLEGE; IMPROVE INTERCHANGES AND MERGING FROM LAKEVIEW TO RAYMOND</p> <hr/> <p>REVISED: ADD 1 MF LANE ON EB SR-91 BETWEEN SR-57 AND SR-55; ADD 1 MF LANE ON WB SR-91 FROM NB SR-57 TO WB SR-91 CONNECTOR; RESTORE AND EXTEND AUX LANES AS NEEDED THROUGHOUT SEGMENT LIMITS; IMPROVE INTERCHANGES/CONNECTORS AND MERGING (FTIP PROJECTS ORA150110, ORA210001 & ORA210002).</p>	2030	456190	NONE	REVISED PROJECT DESCRIPTION
46	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2TR0704-ORA085004	TRANSIT	0	<p>EXISTING: ANAHEIM CANYON STATION PROJECT WILL ADD DOUBLE TRACK AND ANOTHER PLATFORM AS WELL AS EXTEND THE EXISTING PLATFORM TO BE IN CONFORMANCE WITH THE METROLINK STANDARDS FOR PASSENGER PLATFORM LENGTH. (PROJECT UTILIZES \$2,657 IN TOLL CREDIT IN FY16/17 FOR CON)</p> <hr/> <p>REVISED: ANAHEIM CANYON STATION PROJECT WILL ADD DOUBLE TRACK AND ANOTHER PLATFORM AS WELL AS EXTEND THE EXISTING PLATFORM TO BE IN CONFORMANCE WITH THE METROLINK STANDARDS FOR PASSENGER PLATFORM LENGTH. (TDCS IN FY18/19 \$136 FOR DES, \$29 FOR ROW AND \$2,532 FOR CON; 5307 FHWA TRANSFER: \$43 IN FY19/20 FROM ORANGE PARKING STRUCTURE SAVINGS ALREADY IN FTA GRANT CA-2017-072)</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	<p>EXISTING: \$27,906</p> <hr/> <p>REVISED: \$34,153</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
47	RIVERSIDE	RIVERSIDE	RRC0702-RIV151130	LOCAL HIGHWAY	0	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE JACKSON ST. GRADE SEPARATION: GRADE SEPARATION EXISTING JACKSON ST/BNSF RAIL CROSSING BY CONSTRUCTING A 4-LN (2 LNS IN EA DIR) NONCAPACITY ENHANCING UNDERPASS ON JACKSON ST BTWN INDIANA AVE & 200 FT S/O SAGURADO RD	2035	\$35,000	NEW RTP PROJECT COST	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
48	RIVERSIDE	BEAUMONT	420A1L01	LOCAL HIGHWAY	0	CONSTRUCT A 4 LANE EXTENSION OF POTRERO BLVD. FROM 4TH STREET INTERSECTION TO 400' WEST OF THE MICHIGAN AVE. INTERSECTION WITH RAISED MEDIAN.	2035	\$10,000	NEW RTP PROJECT COST	NEW PROJECT
49	RIVERSIDE	DESERT HOT SPRINGS	3120017	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2022 REVISED: 2030	\$9,486	NONE	REVISED SCHEDULE
50	RIVERSIDE	DESERT HOT SPRINGS	3120018	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2022 REVISED: 2030	\$1,064	NONE	REVISED SCHEDULE
51	RIVERSIDE	DESERT HOT SPRINGS	3120021	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISED: 2030	\$2,150	NONE	REVISED SCHEDULE
52	RIVERSIDE	DESERT HOT SPRINGS	3120022	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISED:2030	\$7,531	NONE	REVISED SCHEDULE
53	RIVERSIDE	DESERT HOT SPRINGS	3120023	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES. OTHER IMPROVEMENTS INCLUDE SHOULDERS AND MEDIANS	EXISTING: 2023 REVISED: 2030	\$7,153	NONE	REVISED SCHEDULE
54	RIVERSIDE	DESERT HOT SPRINGS	3120024	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES. OTHER IMPROVEMENTS INCLUDE SHOULDERS AND MEDIANS	EXISTING: 2023 REVISED: 2030	\$5,298	NONE	REVISED SCHEDULE
55	RIVERSIDE	DESERT HOT SPRINGS	3120025	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISED: 2030	\$13,676	NONE	REVISED SCHEDULE
56	RIVERSIDE	LAKE ELSINORE	3161L009	LOCAL HIGHWAY	0	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.	2025	\$5,750	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID RIV160902-3161L009

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
57	RIVERSIDE	CALIMESA	3200L001	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM 2 TO 4 LANES AND REALIGN CALIMESA BLVD AT CHERRY VALLY BLVD	EXISTING: 2022 REVISIED: 2030	\$2,600	NONE	REVISED SCHEDULE
58	RIVERSIDE	CALIMESA	3200L002	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM TO 2 TO 4 LANES BETWEEN 1200 FEET N/O CHERRY VALLEY BLVD TO 600 FEET S/O SINGLETON ROAD	EXISTING: 2024 REVISIED: 2030	\$900	NONE	REVISED SCHEDULE
59	RIVERSIDE	CALIMESA	3200L003	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BOULEVARD FROM 2 TO 4 LANES AND REALIGN CALIMESA BLVD AT SINGLETON ROAD	EXISTING: 2026 REVISIED: 2030	\$5,100	NONE	REVISED SCHEDULE
60	RIVERSIDE	CALIMESA	3200L004	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM TO 2 TO 4 LANES BETWEEN 600 FEET N/O SINGLETON ROAD AND SANDALWOOD DRIVE	EXISTING: 2028 REVISIED: 2030	\$5,200	NONE	REVISED SCHEDULE
61	RIVERSIDE	CALIMESA	3200L006	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN FROM 2 LANE TO 4 LANE MAJOR ARTERIAL ROADWAY ON ROBERTS ROAD BETWEEN CHERRY VALLEY BLVD AND OLD ROBERTS ROAD INTERSECTION	EXISTING: 2024 REVISIED: 2030	\$6,000	NONE	REVISED SCHEDULE
62	RIVERSIDE	CALIMESA	3200L007	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN FROM 2 LANE TO 4 LANE MAJOR ARTERIAL ROADWAY ON ROBERTS ROAD BETWEEN OLD ROBERTS ROAD INTERSECTION AND 500 FEET N/O SINGLETON ROAD	EXISTING:2026 REVISIED: 2030	\$4,550	NONE	REVISED SCHEDULE
63	RIVERSIDE	CALIMESA	3200L011	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - CONSTRUCT NEW 4 LANE ARTERIAL HIGHWAY ROADWAY AND SECONDARY ROADWAY FOR SINGLETON ROAD FROM ROBERTS ROAD TO SAN TIMOTEO CANYON ROAD. PROJECT WILL INCLUDE AN ALIGNMENT STUDY DURING DESIGN PHASE. IN ADDITION, A BRIDGE IS REQUIRED OVER THE SAN TIMOTEO WASH.	EXISTING: 2020 REVISIED: 2030	\$26,000	NONE	REVISED SCHEDULE
64	RIVERSIDE	CATHEDRAL CITY	3200L012	LOCAL HIGHWAY		WIDEN 2 TO 4 LANES	EXISTING: 2028 REVISIED:2030	\$1,500	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
65	RIVERSIDE	TEMECULA	3200L079	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2022 REVISD: 2025	\$10,000	NONE	REVISED SCHEDULE
66	RIVERSIDE	RANCHO MIRAGE	3200L082	LOCAL HIGHWAY	0	PEDESTRIAN SIDEWALK CONNECTING SHOPPING/PARKING AREA TO COMMUNITY PARK.	EXISTING: 2021 REVISD: 2030	\$1,000	NONE	REVISED SCHEDULE
67	RIVERSIDE	DESERT HOT SPRINGS	3A01CV047A	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES (2 LANES IN EACH DIRECTION) FROM CHOLLA DR. TO PALM DR.	EXISTING: 2025 REVISD: 2030	\$3,629	NONE	REVISED SCHEDULE
68	RIVERSIDE	DESERT HOT SPRINGS	3A01CV047B	LOCAL HIGHWAY	0	CONSTRUCT NEW FOUR 12-FT LANES WITH 14-FT MEDIANS BETWEEN LITTLE MORONGO RD AND CHOLLA DR.	EXISTING: 2025 REVISD: 2030	\$8,447	NONE	REVISED SCHEDULE
69	RIVERSIDE	DESERT HOT SPRINGS	3A01CV048	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$6,901	NONE	REVISED SCHEDULE
70	RIVERSIDE	DESERT HOT SPRINGS	3A01CV049	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$12,356	NONE	REVISED SCHEDULE
71	RIVERSIDE	DESERT HOT SPRINGS	3A01CV053	LOCAL HIGHWAY	0	IN THE COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - INDIAN AVE. WIDENING: WIDENING OF INDIAN AVE. FROM 2 TO 6 THROUGH LANES (3 IN EA DIR) BETWEEN MISSION LAKES BLVD., AND PIERSON BLVD.	EXISTING: 2022 REVISD: 2030	\$27,783	NONE	REVISED SCHEDULE
72	RIVERSIDE	DESERT HOT SPRINGS	3A01CV067	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$13,331	NONE	REVISED SCHEDULE
73	RIVERSIDE	DESERT HOT SPRINGS	3A01CV068	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$6,901	NONE	REVISED SCHEDULE
74	RIVERSIDE	DESERT HOT SPRINGS	3A01CV071	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$9,201	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
75	RIVERSIDE	DESERT HOT SPRINGS	3A01CV075	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$14,947	NONE	REVISED SCHEDULE
76	RIVERSIDE	DESERT HOT SPRINGS	3A01CV076	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$9,904	NONE	REVISED SCHEDULE
77	RIVERSIDE	DESERT HOT SPRINGS	3A01CV085	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$7,496	NONE	REVISED SCHEDULE
78	RIVERSIDE	DESERT HOT SPRINGS	3A01CV086	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$5,319	NONE	REVISED SCHEDULE
79	RIVERSIDE	DESERT HOT SPRINGS	3A01CV103	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$16,632	NONE	REVISED SCHEDULE
80	RIVERSIDE	DESERT HOT SPRINGS	3A01CV104	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$4,600	NONE	REVISED SCHEDULE
81	RIVERSIDE	DESERT HOT SPRINGS	3A01CV105	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$13,331	NONE	REVISED SCHEDULE
82	RIVERSIDE	MENIFEE	3A01WT152	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES INCL. GRADE SEPARATION OVER BNSF RR (GRADE SEP PORTION IS NOT PART OF GRADE SEP LIST AND SHOULD REMAIN HERE)	EXISTING: 2027 REVISD: 2030	\$62,922	NONE	REVISED SCHEDULE
83	RIVERSIDE	MENIFEE	3A01WT166	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	EXISTING: 2027 REVISD: 2030	\$5,330	NONE	REVISED SCHEDULE
84	RIVERSIDE	MENIFEE	3A01WT170	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2027 REVISD: 2030	\$28,593	NONE	REVISED SCHEDULE
85	RIVERSIDE	MENIFEE	3A01WT171	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES INCL. GRADE SEPARATION OVER RR (GRADE SEP PORTION IS NOT PART OF GRADE SEP LIST AND SHOULD REMAIN HERE)	EXISTING: 2027 REVISD: 2030	\$57,290	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
86	RIVERSIDE	MENIFEE	3A01WT207	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	2024	\$27,580	RTP PROJECT COST REMOVED	PROJECT CANCELLED
87	RIVERSIDE	SAN JACINTO	3A01WT213	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2022 REVISSED: 2030	\$10,000	NONE	REVISED SCHEDULE
88	RIVERSIDE	TEMECULA	3A01WT218	LOCAL HIGHWAY	0	WIDEN FROM 6 TO 8 LANES	EXISTING: 2023 REVISSED: 2025	\$2,164	NONE	REVISED SCHEDULE
89	RIVERSIDE	LAKE ELSINORE	3A04A13	LOCAL HIGHWAY	0	WIDEN BRIDGE OVER SAN JACINTO RIVER FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2035	\$9,587	NONE	REVISED SCHEDULE
90	RIVERSIDE	LAKE ELSINORE	3A04A14	LOCAL HIGHWAY	0	WIDEN STREET AND BRIDGE OVER I-15 FROM 2 TO 4 LANES	2035	\$1,782	RTP PROJECT COST REMOVED	PROJECT CANCELLED
91	RIVERSIDE	PALM SPRINGS	3A04A22	LOCAL HIGHWAY	0	CONSTRUCT/EXTEND 4 LANE ARTERIAL CONNECTOR	EXISTING: 2025 REVISSED: 2030	\$13,529	NONE	REVISED SCHEDULE
92	RIVERSIDE	MENIFEE	3A04A31	LOCAL HIGHWAY	0	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2030	\$3,617	NONE	REVISED MODELING DETAILS
93	RIVERSIDE	MENIFEE	3A04A32	LOCAL HIGHWAY	0	CONSTRUCT 4-LANE ARTERIAL	2030	\$4,110	NONE	REVISED MODELING DETAILS
94	RIVERSIDE	MENIFEE	3A04WT155	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2027 REVISSED: 2030	\$2,925	NONE	REVISED SCHEDULE
95	RIVERSIDE	MENIFEE	3A04WT156	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2027 REVISSED: 2030	\$10,987	NONE	REVISED SCHEDULE
96	RIVERSIDE	EASTVALE	3A04WT186	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2026 REVISSED: 2019	\$22,643	NONE	REVISED SCHEDULE

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
97	RIVERSIDE	DESERT HOT SPRINGS	3A07001	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2030	\$2,300	NONE	REVISED SCHEDULE
98	RIVERSIDE	JURUPA VALLEY	3A07016	LOCAL HIGHWAY	0	WIDEN EB LANE FROM 1 LANE TO 2 LANES.	EXISTING: 2020 REVISSED: 2030	\$7,000	NONE	REVISED SCHEDULE
99	RIVERSIDE	RANCHO MIRAGE	3A07024	LOCAL HIGHWAY	0	REPLACE A 4 LANE AT GRADE LOW-WATER CROSSING WITH A NEW 4 LANE BRIDGE	2022	\$43,433	RTP PROJECT COST REMOVED	PROJECT CANCELLED
100	RIVERSIDE	PALM SPRINGS	3A07054	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2030	\$8,807	NONE	REVISED SCHEDULE
101	RIVERSIDE	PALM SPRINGS	3A07095	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2030	\$3,364	NONE	REVISED SCHEDULE
102	RIVERSIDE	PALM SPRINGS	3A07112	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISSED: 2030	\$2,184	NONE	REVISED SCHEDULE
103	RIVERSIDE	PALM DESERT	3A07136	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$10,859	RTP PROJECT COST REMOVED	PROJECT CANCELLED
104	RIVERSIDE	RANCHO MIRAGE	3A07138	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2023	\$6,319	RTP PROJECT COST REMOVED	PROJECT CANCELLED
105	RIVERSIDE	PALM DESERT	3A07299	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$13,785	RTP PROJECT COST REMOVED	PROJECT CANCELLED
106	RIVERSIDE	PALM DESERT	3A07301	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$10,650	RTP PROJECT COST REMOVED	PROJECT CANCELLED
107	RIVERSIDE	PALM DESERT	3A07311	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$3,292	RTP PROJECT COST REMOVED	PROJECT CANCELLED

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
108	RIVERSIDE	RIVERSIDE, CITY OF	3G01G22	LOCAL HIGHWAY	0	GRADE SEPARATION - 4 LANES OVER BNSF RR TRACKS	EXISTING: 2030 REVISD: 2035	\$124,620	NONE	REVISED SCHEDULE
109	RIVERSIDE	RIVERSIDE, CITY OF	3G01G31	LOCAL HIGHWAY	0	GRADE SEPARATION - 3 LANES OVER BNSF RR TRACKS	EXISTING: 2030 REVISD: 2035	\$49,848	NONE	REVISED SCHEDULE
110	RIVERSIDE	MENIFEE	RIV180137	LOCAL HIGHWAY		EXISTING: MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM HOLLAND RD TO SCOTT RD (2-MILES). REVISD: IN WESTERN RIV CO IN THE CITY OF MENIFEE - MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM HOLLAND RD TO SCOTT RD (2-MILES).	2030	\$8,100	NONE	REVISED PROJECT DESCRIPTION
111	RIVERSIDE	DESERT HOT SPRINGS	3A07023	LOCAL HIGHWAY	0	IN THE COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - INDIAN AVE WIDENING: WIDENING OF INDIAN AVE FROM 2 TO 6 THROUGH LANES (3 IN EA DIR), BETWEEN HWY 62 AND MISSION LAKES BLVD., INCLUDING THE CONSTRUCTION OF AN ALL WEATHER BRIDGE OVER MISSION CREEK (PA&ED).	EXISTING: 2025 REVISD: 2030	\$44,000	NONE	REVISED SCHEDULE
112	RIVERSIDE	RIVERSIDE, CITY OF	3G01G10	LOCAL HIGHWAY		IN RIVERSIDE ON MARY STREET: REPLACE EXISTING 4 LN (2 LNS IN EA DIR) R/R X-ING WITH A 4 LN (2 LNS IN EA DIR - NON-CAPACITY) U.C. GRADE SEPARATION ON MARY ST BETWEEN MARGUERITE AVE AND INDIANA AVE.	EXISTING: 2025 REVISD: 2035	\$38,000	NONE	REVISED SCHEDULE
113	RIVERSIDE	BEAUMONT	3G01G26	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPERATION UNDER CROSSING AT CALIFORNIA AVE UPRR, INCLUDING WIDENING OF CALIFORNIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES.	EXISTING: 2025 REVISD: 2030	\$36,000	NONE	REVISED SCHEDULE
114	RIVERSIDE	MENIFEE	RIV180133	LOCAL HIGHWAY		BRADLEY RD BRIDGE REPLACEMENT OF 400-FT, 4-LANES OVER EXISTING SALT CREEK CHANNEL FROM RIO VISTA DR TO POTMAC DR.	EXISTING: 2026 REVISD: 2030	\$10,930	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
115	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	2M0737	STATE HIGHWAY	91	EXISTING: ADD 1 LANE EACH DIRECTION FROM SR 241 TO COUNTY LINE, AND OTHER OPERATIONAL IMPROVEMENTS. (LINKED WITH RIV071250B) PROPOSED: ADD 1 LANE EACH DIRECTION FROM SR-241 TO SR-71 AND OTHER OPERATIONAL IMPROVEMENTS (LINKED WITH RIV071250B)	EXISTING: 2037 REVISED: 2035	\$292,530	NONE	REVISED SCHEDULE AND REVISED PROJECT DESCRIPTION
116	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S011	STATE HIGHWAY	91	CONSTRUCT 1 LN WESTBOUND FROM GREEN RIVER ROAD TO SR-241	2022	\$50,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID RIV071250B
117	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S012	STATE HIGHWAY		CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM I-15 TO I-215/SR-91 INTERCHANGE.	EXISTING: 2033 REVISED: 2036	\$381,000	NONE	REVISED SCHEDULE
118	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S013	STATE HIGHWAY	60	CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM SR-91/SR-60/I-215 INTERCHANGE TO SR-60/I-215 INTERCHANGE. CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO GILMAN SPRINGS ROAD (SR-60). CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO VAN BUREN BLVD (I-215).	EXISTING: 2028 REVISED: 2031	\$508,000	NONE	REVISED SCHEDULE
119	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S014	STATE HIGHWAY		CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM I-15 TO I-215/SR-60 INTERCHANGE.	EXISTING: 2030 REVISED: 2033	\$220,000	NONE	REVISED SCHEDULE
120	RIVERSIDE	BEAUMONT	3M04WT001	STATE HIGHWAY	10	RECONSTRUCT/WIDEN SR-79/BEAUMONT AVE IC FROM 4 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	EXISTING: 2027 REVISED: 2030	\$28,130	NONE	REVISED SCHEDULE
121	RIVERSIDE	LAKE ELSINORE	3M0736	STATE HIGHWAY	15	RECONSTRUCT/WIDEN IC FROM 2 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	EXISTING: 2025 REVISED: 2030	\$47,122	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
122	RIVERSIDE	LAKE ELSINORE	3M0737	STATE HIGHWAY	15	RECONSTRUCT/WIDEN IC FROM 2 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	EXISTING: 2025 REVISSED: 2030	\$20,275	NONE	REVISED SCHEDULE
123	RIVERSIDE	BANNING	RIV180104	STATE HIGHWAY	10	IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF BANNING AND BEAUMONT: I-10/ HIGHLAND SPRINGS IC IMPROVEMENTS - IMPROVE EXISTING W/B OFFRAMP AND W/B ONRAMP	2029	\$37,300	NONE	REVISED MODELING DETAILS
124	RIVERSIDE	LAKE ELSINORE	3A04WT047	STATE HIGHWAY	74	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF LAKE ELSINORE: WIDENING OF SR-74 FROM 2 TO 6 THROUGH LANES (3 LANES IN EACH DIRECTION), WEST OF I-15 TO THE ORTEGA MOUNTAINS. OTHER IMPROVEMENTS INCLUDE TURN POCKETS AND ONE TRAFFIC SIGNAL AT INTERSECTION OF SR74 (RIVERSIDE DR) AND GRAND AVE (RIV131127).	EXISTING: 2026 REVISSED: 2035	\$11,500	NONE	REVISED SCHEDULE
125	RIVERSIDE	LAKE ELSINORE	3AL204-RIV131127	STATE HIGHWAY	74	EXISTING: IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE. REVISSED: IN LAKE ELSINORE - INTERSECTION WIDENING - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4.	EXISTING: 2021 REVISSED: 2030	\$3,026	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
126	RIVERSIDE	RIVERSIDE TRANSIT AGENCY	3120028	TRANSIT	0	40' BUS EXPANSION - EQUIPMENT FOR TRANSIT SERVICE EXPANSION AS POPULATION AND URBAN DEVELOPMENT GROWS THROUGHOUT THE RTA SERVICE AREA THAT WILL IMPROVE FREQUENCY, SCHEDULE ADHERENCE, AND EXTENSIONS OF EXISTING BUS ROUTES.	EXISTING: 2028 REVISSED: 2045	\$21,466	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
127	RIVERSIDE	RIVERSIDE TRANSIT AGENCY	3120030	TRANSIT	0	40' BUS REPLACEMENTS - EQUIPMENT FOR TRANSIT SERVICE SUSTAINABILITY THROUGHOUT THE RTA SERVICE AREA WITH OPERATIONAL LEVELS FROM 10-MIN. TO 60-MIN. HEADWAYS.	EXISTING: 2026 REVISSED: 2045	\$328,254	NONE	REVISED SCHEDULE
128	RIVERSIDE	CORONA	3200T002	TRANSIT		EXPANSION OF FIXED ROUTE SERVICE AS POPULATION AND DEVELOPMENT CONTINUES TO GROW THROUGHOUT THE SERVICE AREA. EXPANSION OF SERVICE WILL BE DEPENDENT UPON THE OUTCOME AND RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS.	2026	\$1,500	RTP PROJECT COST REMOVED	PROJECT CANCELLED
129	RIVERSIDE	CORONA	3200T003	TRANSIT	0	SERVICE IMPROVEMENTS TO CURRENT ROUTES WHICH INCLUDES BUT NOT LIMITED TO IMPROVING FREQUENCY, SCHEDULE ADHERENCE, EXTENSION OF EXISTING ROUTES (INCLUDE ADDING/ DELETING STOPS WITH MORE FREQUENT STOPS TO THE METROLINK STATION). THESE IMPROVEMENTS WILL BE DEPENDENT UPON THE OUTCOME AND RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS.	2027	\$1,500	RTP PROJECT COST REMOVED	PROJECT CANCELLED
130	RIVERSIDE	CORONA	3200T004	TRANSIT		EXPANSION AND/OR SERVICES IMPROVEMENTS OF CORONA TRANSIT FIXED ROUTE SERVICE AS POPULATION AND DEVELOPMENT CONTINUES TO GROW THROUGHOUT THE SERVICE AREA. IMPROVEMENTS INCLUDE BUT NOT LIMITED TO IMPROVING FREQUENCY, SCHEDULE ADHERENCE AND EXTENSION OF EXISTING ROUTES (INCLUDE ADDING/DELETING STOPS WITH MORE FREQUENT STOPS TO THE METROLINK STATION) AND EXPANSION OF SERVICE TO INCLUDE ADDITIONAL ROUTE(S). THESE IMPROVEMENTS TO THE TRANSIT SERVICE WILL BE DEPENDENT UPON THE OUTCOME AND RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS.	EXISTING: 2026 REVISSED: 2027	\$3,000	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
131	SAN BERNARDINO	REDLANDS	20020202	LOCAL HIGHWAY	0	REDLANDS PARK ONCE PROGRAM - NEW PARKING STRUCTURE BETWEEN EUREKA AND 3RD ST. S/O STUART AND N/O RR APPROX. 200 SPACES (NOT PNR) (THIS PROJECT REPLACES 200421)	EXISTING: 2035 REVISED: 2022	\$2,000	NONE	REVISED SCHEDULE
132	SAN BERNARDINO	SAN BERNARDINO COUNTY	20040210	LOCAL HIGHWAY	0	SUMMIT VALLEY ROAD - FROM SH138 TO RANCHERO ROAD-WIDEN FROM 2-4 LANES	EXISTING: 2018 REVISED: 2035	\$21,000	NONE	REVISED SCHEDULE
133	SAN BERNARDINO	BARSTOW	20150015	LOCAL HIGHWAY		I-15 @ MORTON ST; CONSTRUCT NEW INTERCHANGE WITH A 6 LANE BRIDGE OVER I-15; 2 THROUGH LANES EACH DIRECTION; CONSTRUCT NEW 4 LANE ROADWAY FROM IC TO OUTLET CENTER DR	2024	\$43,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 4M1041-20150015
134	SAN BERNARDINO	COLTON	4A07106	LOCAL HIGHWAY	0	WASHINGTON ST. FROM 0.90 MILES WEST OF MT. VERNON AVE TO LA CADENA CONSTRUCT NEW 4 LANE ROADWAY (PA&ED ONLY)	2025	\$28,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 4120123
135	SAN BERNARDINO	COLTON	4A07226	LOCAL HIGHWAY	0	WIDEN AGUA MANSA RD FROM 80 METERS W/O RANCHO AVE TO 73 METERS E/O RANCHO AVE FROM 2 TO 4 LANES	2030	\$890	RTP PROJECT COST REMOVED	PROJECT CANCELLED
136	SAN BERNARDINO	FONTANA	SBD031217	LOCAL HIGHWAY	0	BEECH AVENUE FOOTHILL TO MILLER AVE WIDEN FROM 2 LANES TO 4 LANES	EXISTING: 2021 REVISED: 2022	\$5,055	NONE	REVISED SCHEDULE
137	SAN BERNARDINO	TWENTYNINE PALMS	SBD41427	LOCAL HIGHWAY	0	AMBOY ROAD - LEAR AVE TO ADOBE RD. (5.5 MILES) CONSTRUCT NEW 2 LANE ROAD (ONE LANE IN EACH DIRECTION)(PA&ED ONLY)	2030	\$40	RTP PROJECT COST REMOVED	PROJECT CANCELLED
138	SAN BERNARDINO	SAN BERNARDINO COUNTY	520A1L01	LOCAL HIGHWAY	15	ON I-15 AT LAKE DOLORES WATERPARK - CONSTRUCT NEW AT BRAGDON RD IC (4 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE	2026	\$50,000	NEW RTP PROJECT COST	NEW PROJECT
139	SAN BERNARDINO	SAN BERNARDINO COUNTY	520A1L02	LOCAL HIGHWAY		JOSHUA ST - WIDEN FROM 2 TO 4 LANES WITH A TURN LANE IN CONJUNCTION WITH BRIGHTLINE INSTALLATION. MAY BE REMOVED IF BRIGHTLINE IS NOT COMPLETED.	2025	\$50,000	NEW RTP PROJECT COST	NEW PROJECT

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
140	SAN BERNARDINO	DESERTXPRESS ENTERPRISES / BRIGHTLINE WEST	520A1P01	PASSENGER RAIL		DESERTXPRESS ENTERPRISES, LLC DBA BRIGHTLINE WEST TO CONSTRUCT AND OPERATE ELECTRIFIED HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO RANCHO CUCAMONGA ALONG THE I-15 CORRIDOR AND METROLINK SAN BERNARDINO LINE	2025	\$2,000,000	NEW RTP PROJECT COST	NEW PROJECT
141	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	200452	STATE HIGHWAY	395	EXISTING: WIDEN US-395 FROM I-15 TO SR-18 (PALMDALE RD) FROM 2 TO 6 LANES OR 4 TO 6 LANES PROPOSED: WIDEN US-395 FROM I-15 TO SR-18 (PALMDALE RD) FROM 4 TO 6 LANES	2035	\$24,000	NONE	REVISED PROJECT DESCRIPTION
142	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	200453	STATE HIGHWAY	395	EXISTING: US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - INTERIM WIDENING - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F633 PHASE III SEG 1-4)(PA&ED ONLY) REVISED: US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F633)	EXISTING: 2025 REVISED: 2026	\$58,000	NONE	REVISED SCHEDULE
143	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4122006	STATE HIGHWAY	15	I-15 EXPRESS LANES: CONST 2 NEW EX LNS IN EACH DIRECTION B/W SR-60 & SR-210, CONST 1 EX LN IN EACH DIRECTION B/W CANTU-GALLEANO RANCH RD & SR-60 AND 1 EXP LN IN EACH DIRECTION B/W SR-210 AND DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO AUX LN WIDENING, UNDERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED (FTIP #'S 20159901, 20190903).	EXISTING: 2030 REVISED: 2026	\$476,590	NONE	REVISED SCHEDULE
144	SAN BERNARDINO	CALTRANS	0A6410	STATE HIGHWAY	138	NEAR THE I-215/SR-138 CAJON JUNCTION: ABOUT 1/2 A MILE WEST ALONG SR-138; WIDEN 2 BNSF BRIDGE STRUCTURES 2-4 LANES.	2035	\$2,733	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 20190009-20190009

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
145	SAN BERNARDINO	SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)	4120219	TRANSIT	0	EXISTING: FULL BRT - SAN BERNARDINO, SAN MANUEL CASINO IN HIGHLAND TO KAISER HOSPITAL IN FONTANA REVISED: EXPRESS BUS - SAN BERNARDINO, SAN MANUEL CASINO IN HIGHLAND TO KAISER HOSPITAL IN FONTANA	2045	EXISTING: \$422,223 REVISED: \$34,000	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION
146	SAN BERNARDINO	SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)	4160048	TRANSIT		DIRECT SHUTTLE BUS CONNECTION FROM RANCHO CUCAMONGA METROLINK STATION TO ONTARIO AIRPORT	2035	\$4,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 4160049
147	VARIOUS	BRIGHTLINE WEST	720003	PASSENGER RAIL	0	EXISTING: DESERTXPRESS ENTERPRISES, LLC DBA XPRESSWEST TO CONSTRUCT AND OPERATE HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO LAS VEGAS ALONG THE I-15 CORRIDOR REVISED: DESERTXPRESS ENTERPRISES, LLC DBA BRIGHTLINE WEST TO CONSTRUCT AND OPERATE HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO LAS VEGAS WITHIN THE I-15 CORRIDOR	EXISTING: 2023 REVISED: 2025	EXISTING: \$3,250,000 REVISED: \$5,000,000	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
148	VENTURA	OXNARD	6201A1501	STATE HIGHWAY	101	IN OXNARD, IMPROVE INTERCHANGE AT DEL NORTE, TO REALIGN RAMPS AND CONSTRUCT NEW DEL NORTE BRIDGE OVER 101 TO WIDEN DEL NORTE FROM 2 LANES TO 4 LANES BETWEEN THE 101 NB AND SB RAMPS	2032	\$84,500	NEW RTP PROJECT COST	NEW PROJECT

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TABLE 3 Modifications to Strategic Projects

#	COUNTY	PROPOSED LEAD AGENCY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	REASON FOR AMENDMENT
1	LOS ANGELES	CITY OF INGLEWOOD	S1200T100	TRANSIT	MARKET-MANCHES-TER	INGLEWOOD TRANSIT CONNECTOR	PROJECT REMOVED AND INCLUDED IN CONSTRAINED PORTION OF CONNECT SO CAL-2020RTP/SCS UNDER RTP ID 1200T100
2	ORANGE	TCA	SORA052	STATE HIGHWAY	SR-241	FOOTHILL TRANSPORTATION CORRIDOR-SOUTH — OSO PKWY TO I-5 (SAN DIEGO).	PROJECT REMOVED PER OCTA'S REQUEST
3	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION	S420A1S001	STATE HIGHWAY	SR-91	SR-91 GENERAL PURPOSE AND TOLL LANE EXTENSIONS EAST OF I-15: EXTEND EB GP LANE FROM PROMENADE AVE (PM 8.10) TO PIERCE ST (PM 10.81). EXTEND EB EXPRESS TOLL LANES FROM PROMENADE AVE (PM 8.10) TO BUCHANAN ST (PM 10.29). EXTEND WB EXPRESS TOLL LANE FROM TEMESCAL WASH BOH (PM 6.93) TO BUCHANAN ST (PM 10.29).	NEW PROJECT
4	VARIOUS	TBD	S7120007	TRANSIT	METRO GOLD LINE	GOLD LINE FOOTHILL EXTENSION	PROJECT REMOVED PER SBCTA'S REQUEST.

FISCAL IMPACT

Amendment #1 includes changes to existing projects, deletion of existing projects and the addition of new projects. Individual project changes are addressed in the Project Modifications section of this document.

In terms of overall impact on the Connect SoCal Financial Plan, cost increases from changes to existing projects and the addition of new projects total \$6.815 billion, which are offset by \$5.168 billion in cost decreases as a result of changes to existing projects and deletions. Therefore, the modifications result in an overall net cost increase of \$1.647 billion to the Connect SoCal Financial Plan.

Cost increases resulting from new projects and changes to existing projects added as part of Amendment #1 are being funded by a variety of sources. This includes private funding for the Brightline West high speed rail project, covering costs for the newly-added segment between Victor Valley to Rancho Cucamonga and a cost increase for the segment between Victor Valley and Las Vegas currently included in Connect SoCal.

Based on a review of the funding considerations for each project documented herein, SCAG finds that Amendment #1 does not adversely impact the financial constraint of Connect SoCal. Connect SoCal remains financially constrained.

TABLE 4 Fiscal Impact Summary

(Amounts in \$1,000's)	Total
Cost Increases: Changes to Existing Projects and New Projects	\$6,815,099
Cost Decreases: Changes to Existing Projects and Deleted Projects	\$(5,168,017)
Net Cost Increase (Decrease)	\$1,647,082

SENATE BILL 375 AND THE SUSTAINABLE COMMUNITIES STRATEGY

Upon the adoption of Connect SoCal, SCAG determined that the Plan met and/or exceeded all requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan in Chapters 3 and 5, as well as in the SCS Technical Report. At the time of adoption SCAG concluded that the State established per-capita greenhouse gas (GHG) emission reduction target of 19 percent by 2035 had been met and/or exceeded. The California Air Resources Board (ARB) reviewed and approved this conclusion in October 2020 by their Executive Order G-20-239, specifying that SCAG's adopted SCS would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established for the region. This Amendment to Connect SoCal incorporates certain changes to transportation projects and other Plan assumptions as described in this document. Staff has reviewed the Amendment relative to the adopted Plan and to the requirements of SB 375 and has determined that with the Amendment, Connect SoCal remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

PERFORMANCE MEASURE

In 2012 and 2015 Transportation funding legislation was approved deemed as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act) respectively which calls for establishing performance based measures and standards. To this end, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are now requiring State Departments of Transportation (DOTs) to work with metropolitan planning organizations (MPOs) to develop performance targets for safety, system preservation, and system performance, amongst other measures. At this time and under federal requirements MPOs must incorporate safety measures and regional transit safety targets as part of their short and long-range transportation plans.

ROADWAY SAFETY

FHWA issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for State DOTs to carry out the Highway Safety Improvement Program (HSIP). The Final Rule calls for State DOTs, working with MPOs, to assess fatalities and 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 Non-motorized Serious Injuries.

In February 2021, SCAG’s Regional Council adopted Calendar Year 2021 targets, which are supportive of achieving Toward Zero Deaths. This means that SCAG will work 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 is anticipated to experience zero traffic-related fatalities.

The region’s Calendar Year 2021 targets are as follows:

- Number of Fatalities: 1,608.9
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.31
- Number of Serious Injuries: 6,490.1
- Rate of Serious Injuries per 100 million VMT: 5.30
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 2,162.59

Because the Calendar Year 2021 targets were recently set, it is challenging to evaluate the region’s progress towards achieving these targets, particularly

considering the delay in access to current collision data. However, based on a review of FTIP projects, projects with committed funding in the first six years of the long-range plan, nearly 20 percent of projects (407, 18.4%) are safety-related projects which are consistent with Connect SoCal. SCAG anticipates that with continued work with its Transportation Safety Group to implement a Regional Safety Strategy, the region will make progress towards achieving its annual safety targets.

TRANSIT SAFETY

The Federal Transit Administration on July 19, 2018, published a Final Rule for Public Transportation Agency Safety Plans (PTASPs), as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141 (2012)). The Final Rule, which became effective on July 19, 2019, requires states and certain providers of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop PTASPs, and requires Metropolitan Planning Organizations (MPOs), states and transit providers to collaborate, to the maximum extent practicable, in the development of safety performance targets.

The required safety performance measures are as follows.

- **Fatalities:** Total number of fatalities reported to National Transit Database (NTD) and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode.

The thresholds for “reportable” fatalities, injuries, and safety events are defined in the NTD Safety and Security Reporting Manual.

The PTASP Final Rule requires the safety plan to include these safety

performance targets, and transit operators must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021.¹ As such, the first MPO Regional Transportation Plan (RTP) update or amendment to be approved on or after July 20, 2021, must include the adopted transit safety targets for the region. Each subsequent full RTP update (not an amendment) must include adopted transit safety targets in its system performance report.

SCAG’s approach to developing the initial regional transit safety targets follows the approach approved by the Regional Council and used for the initial regional Transit Asset Management (TAM) targets, including coordination with the County Transportation Commissions (CTCs) and the transit agencies on the Regional Transit Technical Advisory Committee (RTTAC).

SCAG worked with the CTCs and RTTAC to determine the methodology to develop the initial targets and concurred on a reasonable approach. In developing the targets, SCAG reviewed and considered the transit operators’ PTASPs (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process. The PTASP are identified in **TABLE 5** by county and plan date. The initial safety targets are based on safety targets submitted by each operator and developed as part of the PTASPs. Bus mode includes fixed route and commuter bus services. Demand Response mode includes all demand response modes: American with Disabilities Act (ADA) services, demand response taxi and general purpose demand response services. The initial targets (**TABLES 6-12**) were approved by SCAG’s Regional Council on June 3, 2021.

The safety targets indicate the commitment of the transit operators to support safety management and provide resources and training, integrate safety as a primary principle and responsibility for all staff, and to ensure data-driven compliance measures and realistic targets inform operations and safety performance standards. They also reflect the aspirational goals towards zero (0) injuries, zero (0) fatalities, zero (0) safety events and fewer mechanical

breakdowns between miles travelled to provide safe and reliable public transportation in Southern California region.

RELATIONSHIP BETWEEN SAFETY PERFORMANCE AND TRANSIT ASSET MANAGEMENT (TAM)

The safety and overall performance of a public transit systems depend, to an extent, on the condition of its assets. When transit assets are not in a state of good repair, the consequences include increased safety risks (injuries, fatalities, safety events), decreased system reliability, leading to higher maintenance costs, and lower system performance.

Once safety targets are established in the 2024 RTP/SCS, future RTPs must report on progress achieved in meeting the targets, in comparison with system performance recorded in previous reports (23 CFR 450.324(f)(4) (i)). Additionally, future FTIPs must describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). It is expected that SCAG will require additional information from lead agencies as part of future RTP and FTIP development and project submittal processes, to support these new reporting requirements

¹ See Notice of Enforcement Discretion Public Transportation Agency Safety Plan Regulation dated December 11, 2020 (<https://www.transit.dot.gov/sites/fta.dot.gov/files/2020-12/PTASP-Notice-of-Enforcement-Discretion-12-11-2020.pdf>)

TABLE 5 Public Transportation Agency Safety Plans

County	Operator	Plan Date
Imperial	Imperial County Transportation Commission	5/27/2020
Los Angeles	Antelope Valley Transit Authority	7/23/2020
Los Angeles	Beach Cities Transit (City of Redondo Beach)	12/3/2020
Los Angeles	City of Commerce Municipal Bus Lines	2/4/2020
Los Angeles	Culver CityBus, Culver City Municipal Bus Lines	7/20/2020
Los Angeles	Foothill Transit	1/31/2020
Los Angeles	Gardena Municipal Bus Lines	9/8/2020
Los Angeles	Long Beach Transit	12/10/2020
Los Angeles	City of LaMirada Transit	2/25/2021
Los Angeles	Los Angeles County Metropolitan Transportation Authority	3/20/2020
Los Angeles	Montebello Bus Lines	8/31/2020
Los Angeles	Norwalk Transit System	6/19/2020
Los Angeles	City of Santa Clarita Transit	11/25/2020
Los Angeles	City of Santa Monica Big Blue Bus	10/13/2020
Los Angeles	Torrance Transit	12/15/2020
Orange	Anaheim Transportation Network	6/24/2020
Orange	Orange County Transportation Authority	4/27/2020
Riverside	City of Corona Transit	4/15/2020
Riverside	Riverside Transit Agency	3/26/2020
Riverside	City of Riverside	11/3/2020
Riverside	SunLine Transit	9/30/2020
San Bernardino	Omnitrans	5/6/2020
San Bernardino	Victor Valley Transit Authority	11/16/2020
Ventura	Camarillo Area Transit	11/4/2020
Ventura	Gold Coast Transit District	6/3/2020
Ventura	City of Moorpark Transit	12/2/2020
Ventura	City of Simi Valley Transit	11/2/2020
Ventura	City of Thousand Oaks Transit	10/27/2020
Ventura	Ventura County Transportation Commission (VCTC)	7/10/2020

TABLE 6 Imperial County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	0	1
Injuries (rate per 100k VRM)	0	0.2
Safety Events	2	1
Safety Events (rate per 100k VRM)	0.24	0.16
System Reliability (Mean Distance between failures)	42,264	34,998

TABLE 7 Los Angeles County Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0	0	0
Injuries (Total)	419	1	12
Injuries (rate per 100k VRM)	0.44	0.06	0.06
Safety Events	773	8	78
Safety Events (rate per 100k VRM)	0.83	0.16	0.4
System Reliability (Mean Distance between failures)	9,246	55,594	41,980

TABLE 8 Orange County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	84	0
Injuries (rate per 100k VRM)	0.56	0
Safety Events	136	0
Safety Events (rate per 100k VRM)	0.97	0
System Reliability (Mean Distance between failures)	14,848	14,823

TABLE 9 Riverside County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	26	5
Injuries (rate per 100k VRM)	0.23	0.16
Safety Events	34	16
Safety Events (rate per 100k VRM)	0.29	0.44
System Reliability (Mean Distance between failures)	9,261	13,219

TABLE 10 San Bernardino County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	28	8
Injuries (rate per 100k VRM)	0.24	0.24
Safety Events	29	2
Safety Events (rate per 100k VRM)	0.25	0.05
System Reliability (Mean Distance between failures)	23,933	34,592

TABLE 11 Ventura County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	7	2
Injuries (rate per 100k VRM)	0.13	0.09
Safety Events	21	3
Safety Events (rate per 100k VRM)	0.12	0.53
System Reliability (Mean Distance between failures)	23,312	31,593

TABLE 12 SCAG Region Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0	0	0
Injuries (Total)	564	16	12
Injuries (rate per 100k VRM)	0.41	0.08	0.06
Safety Events	995	30	78
Safety Events (rate per 100k VRM)	0.74	0.14	0.4
System Reliability (Mean Distance between failures)	11,850	23,620	41,980

TRANSPORTATION CONFORMITY

Transportation conformity is required under the Section 176(c) of the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the air quality goals established by the State Implementation Plan (SIP). Conformity, to the goals of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). Conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment #1 needs to pass five tests: consistency with the adopted 2020 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment #1 are presented below. Details of the regional emissions analysis follow the findings.

CONFORMITY FINDINGS

SCAG's findings for the approval of the 2020 RTP/SCS Amendment #1 are as follows:

- **Consistency with 2020 RTP/SCS Test**

Inclusion of the amended projects in the 2020 RTP/SCS would not change any other policies, programs or projects in the federally approved 2020 RTP/SCS.

- Finding: Amendment #1 to the 2020 RTP/SCS are consistent with the federally approved 2020 RTP/SCS and meet all federal and state requirements and regulations.

- **Regional Emissions Tests**

- Finding: The regional emissions analyses for Amendment #1 to the 2020 RTP/SCS update the regional emissions analyses for the 2021 FTIP.
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM_{2.5} NSAQS). Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for ozone precursors (2008 and/or 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley and Imperial County portions).
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion and Searles Valley portion of San Bernardino County).
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet

the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

- **Timely Implementation of TCMs Test**
 - Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
 - Finding: The TCM strategies listed in the 1994 (as amended in 1995)/2007/2016 Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
- **Financial Constraint Test**
 - Finding: All projects listed in Amendment #1 to the 2020 RTP/SCS are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Financial Plan Section of this report.
- **Interagency Consultation and Public Involvement Test**
 - Finding: Amendment #1 to the 2020 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. Amendment #1 was discussed at the Transportation Conformity Working Group (TCWG) which includes representatives from the federal, state, and local air quality and transportation agencies, on five occasions (January 26, February 23, March 23, April 27, and May 25, 2021). The draft conformity analysis will be released for a 30-day public review commencing July 1, 2021 and concluding July 31, 2021. In addition, public hearings are scheduled to be held on July 15, 2021. All public comments received will be documented and responded to.

REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the nonattainment and maintenance areas within SCAG’s jurisdiction based on EMFAC2014 which is the emission model approved by U.S. EPA for regional transportation conformity analysis in California through August 15, 2021. To account for the emission impact of the federal “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” all the plan and no-build emissions set forth in all the tables below in this Section reflect the EMFAC2014 off-model adjustment factors released by ARB on November 20, 2019 and approved by U.S. EPA on March 12, 2020.

In anticipation of possible final approval of new emission budgets currently under U.S. EPA review, two tables have been included to present the results of the pending new budget tests for each of the areas with pending emission budgets. Placed immediately below the corresponding tables based on

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 13 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2026	2035	2045
ROG*	Budget	5	5	5
	Plan	3	2	2
Budget – Plan		2	3	3
NO _x	Budget	7	7	7
	Plan	3	2	2
Budget – Plan		4	5	5

SOUTH COAST AIR BASIN

TABLE 14 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		Nonattainment Area	2023	2026	2029	2031	2037	2045
ROG	Budget	SCAB	68	60	54	50	50	50
	Plan	Morongo	0.2	0.2	0.2	0.2	0.1	0.1
		Pechanga	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	65.3	57.9	52.0	48.4	40.5	36.9
		Sum	65.5	58.1	52.3	48.6	40.6	37.0
		SCAB	66.0	59.0	53.0	49.0	41.0	37.0
	Budget - Plan			2	1	1	1	9
NO _x	Budget	SCAB	89	77	69	66	66	66
	Plan	Morongo	0.9	0.7	0.6	0.5	0.4	0.4
		Pechanga	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	80.7	69.5	61.1	57.3	51.3	52.7
		Sum	82.1	70.6	62.0	58.1	51.9	53.2
		SCAB	83	71	62	59	52	54
	Budget - Plan			6	6	7	7	14

TABLE 15 1997, 2006 and 2012 (Excluding Pechanga) PM_{2.5} (Annual Planning Emissions [tons/day])

Pollutant		2021	2022	2025	2035	2045
ROG	Budget	83	69	69	69	69
	Plan	71	67	58	41	36
Budget - Plan		12	2	11	28	33
NO _x	Budget	169	127	127	127	127
	Plan	128	117	80	57	56
Budget - Plan		41	10	47	70	71
PM _{2.5}	Budget	20	20	20	20	20
	Plan	18	19	18	18	19
Budget - Plan		2	1	2	2	1

TABLE 16 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045
ROG	Budget	110	81	81	81
	Plan	54	46	38	33
Budget - Plan		56	35	43	48
NO _x	Budget	180	116	116	116
	Plan	78	64	57	56
Budget - Plan		102	52	59	60
PM ₁₀	Budget	164	175	175	175
	Plan Emission	79	80	82	85
Budget - Plan		85	95	93	90

TABLE 17 CO (Winter Planning Emissions [tons/day])

Pollutant		2025	2035	2045
CO	Budget	2,137	2,137	2,137
	Plan	394	269	238
Budget - Plan		1743	1868	1899

WESTERN MOJAVE DESERT AIR BASIN – LOS ANGELES COUNTY (ANTELOPE VALLEY PORTION)

TABLE 18 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2026	2032	2035	2045
ROG	Budget	22	22	22	22
	Plan	5	5	4	4
Budget - Plan		17	17	18	18
NO _x	Budget	77	77	77	77
	Plan	8	7	7	9
Budget - Plan		69	70	70	68

TABLE 19 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day], Budgets pending U.S. EPA Approval)

Pollutant		2023	2026	2032	2035	2045
ROG	Budget	6.8	6.2	6.2	6.2	6.2
	Plan	5.7	5.1	4.2	3.9	3.6
Budget - Plan		1.1	1.1	2.0	2.3	2.6
NO _x	Budget	11.0	10.2	10.2	10.2	10.2
	Plan	9.0	7.9	6.9	6.9	8.4
Budget - Plan		2.0	2.3	3.3	3.3	1.8

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION EXCLUDING SEARLES VALLEY

TABLE 20 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2021	2025	2035	2045
PM ₁₀	No Build	8.9	9.4	11.0	13.1
	Build	8.9	9.3	10.6	12.4
No Build - Build		0.0	0.1	0.4	0.7

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 21 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2021	2025	2035	2045
PM ₁₀	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
No Build - Build		0.0	0.0	0.0	0.0

SALTON SEA AIR BASIN – RIVERSIDE COUNTY COACHELLA VALLEY PORTION

TABLE 22 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2023	2026	2032	2035	2045
ROG	Budget	3.3	3.0	3.0	3.0	3.0
	Plan	2.9	2.7	2.4	2.2	2.1
Budget - Plan		0.4	0.3	0.6	0.8	0.9
NO _x	Budget	4.6	4.2	4.2	4.2	4.2
	Plan	3.9	3.5	3.2	3.1	3.7
Budget - Plan		0.7	0.7	1.0	1.1	0.5

TABLE 23 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045
PM ₁₀	Budget	10.9	10.9	10.9
	Plan	4.6	4.9	5.3
Budget - Plan		6.3	6	5.6

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 24 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2025	2035	2045
ROG*	Budget	4	4	4
	Plan	3	3	3
Budget - Plan		1	1	1
NO _x	Budget	7	7	7
	Plan	4	4	4
Budget - Plan		3	3	3

TABLE 25 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day])

Pollutant		2021	2025	2035	2045
NO _x	No Build	2.6	1.8	1.8	2.0
	Build	2.6	1.8	1.7	1.9
No-Build - Build		0.0	0.0	0.0	0.1
PM _{2.5}	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.2	0.3
No-Build - Build		0.1	0.1	0.1	0.1

TABLE 26 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day], Budgets pending U.S. EPA Approval)

Pollutant		2021	2025	2035	2045
PM _{2.5}	Budget	1.8	1.7	1.7	1.7
	Build	0.2	0.2	0.3	0.3
Budget - Plan		1.6	1.5	1.4	1.4

TABLE 27 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2030	2035	2045
PM ₁₀	Budget	20	19	19	19
	Build	2	2	2	2
Budget - Plan		18	17	17	17

currently approved budgets or interim tests, these tables are included for information only and would supersede any preceding budget or interim emissions test tables after any of the new budgets have been approved by the U.S. EPA prior to FHWA/FTA approval of the final transportation conformity determination of Connect SoCal Amendment No. 1.

For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

PUBLIC COMMENT AND REVIEW

SCAG is required to provide a 30-day public review and comment period for the draft amendment. A Notice of Availability and Public Hearing and the Draft Amendment were posted on SCAG's website as of July 1, 2021, at <https://scag.ca.gov/post/draft-amendment-1>. Written comments will be accepted from July 1, 2021, until 5:00 p.m. on July 31, 2021, via email to:

LO@scag.ca.gov

or via U.S. mail to:

Southern California Association of Governments
 Attention: Nancy Lo
 900 Wilshire Blvd., Ste. 1700
 Los Angeles, CA 90017

A public hearing will be held via teleconference on Thursday, July 15, 2021. Due to the COVID-19 pandemic only teleconference option will be available. SCAG has also fully coordinated this draft amendment with regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC) and Transportation Conformity Working Group (TCWG).

CONCLUSION

This Amendment maintains the integrity of the transportation conformity findings of the adopted Connect SoCal. This Amendment also remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this draft Amendment to the Connect SoCal complies with all applicable federal and state requirements, including the Transportation Conformity Rule.



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DRAFT AMENDMENT #1

INCLUDING THE
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #21-05

DRAFT | JULY 1, 2021

scag.ca.gov/connect-socal





Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Rongsheng Luo, Acting Manager of Compliance and Performance Monitoring
(213) 236-1994, luo@scag.ca.gov

Subject: Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment

RECOMMENDED ACTION FOR EEC:

Recommend the Regional Council (RC) to authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

RECOMMENDED ACTION FOR TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

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:

As requested by County Transportation Commissions (CTCs), SCAG has developed the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 including the associated transportation conformity analysis. The conformity analysis demonstrates that the Draft Amendments meet all federal transportation conformity requirements. Staff is seeking recommendation from the Energy and Environment Committee (EEC) and approval of the Regional Council (RC) to release the conformity analysis as part of the Draft Amendments document for public review and comment. Pending approval by the EEC, the Transportation Committee (TC), and the RC, the Draft Amendments report which includes the associated transportation conformity analysis will be released on July 1, 2021 for a thirty (30) day public

review and comment period. Upon completion of the public review and comment, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 are scheduled to be presented to the TC and the transportation conformity analysis portion is scheduled to be presented to the EEC for recommended adoption by the RC in October 2021.

BACKGROUND:

At its May 7, 2020 meeting, the RC adopted the Connect SoCal (2020 RTP/SCS) for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) approved the final transportation conformity determination required under the federal Clean Air Act for the Connect SoCal.

On March 4, 2021, the RC adopted the 2021 FTIP including the associated transportation conformity analysis. On April 16, 2021, the FHWA/FTA approved the final transportation conformity determination of the 2021 FTIP.

Subsequently, as requested by CTCs in early 2021, SCAG began the process for the Connect SoCal Amendment No. 1. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

Specific changes include project modifications amounting to a total 296 project modifications. Of the 296 project modifications, six of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, two projects are within Ventura County, and two projects are regional. Of the 60 new projects, 51 of the projects are within Los Angeles County, four of the projects are within Riverside County, three of the projects are within San Bernardino County, and two of the projects are within Ventura County.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. Environmental Protection Agency's transportation conformity regulations, the Draft Connect SoCal and 2021 FTIP Amendments need to pass five transportation conformity tests: consistency with the adopted Connect SoCal, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the Connect SoCal and FTIP Amendments would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis of the Draft Amendments, and the analysis demonstrates conformity.

At its meeting today, the TC is considering recommended approval to the RC of the public release of the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for

public review and comment. Upon approval by the RC, the draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be available for public review and comment for thirty (30) days beginning on July 1, 2021. One public hearing will be held during the public comment period. The public hearing will be held virtually in response to the COVID-19 pandemic. The draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be posted on SCAG's website. Notice of availability will be posted in major county newspapers and libraries. Upon completion of the public review and comment period, SCAG staff will provide responses to all comments.

In October 2021, after the public comment period closes, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be scheduled for recommended approval by the TC and final approval by the RC. On the same day, the transportation conformity analysis will be scheduled for recommended approval by the EEC and final adoption by the RC respectively. Upon RC adoption in October 2021, federal approval is expected to occur in November/December 2021.

The draft Connect SoCal Amendment No. 1 is accessible at:

<https://scag.ca.gov/post/draft-amendment-1>

2021 FTIP Consistency Amendment No. 21-05 is accessible at:

<https://scag.ca.gov/2021-proposed-amendments>

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 14
REPORT

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Approve up to \$10,000 in annual memberships for the 1) University of California Riverside Inland Center for Sustainable Development (\$10,000).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its June 15, 2021 meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$10,000 in annual memberships for the 1) University of California Riverside Inland Center for Sustainable Development (\$10,000).

BACKGROUND:

Item 1: University of California Riverside Inland Center for Sustainable Development (UCR ICSD)
Type: Membership **Amount:** \$10,000

The Inland Center for Sustainable Development (ICSD) is a research center in the School of Public Policy at the University of California, Riverside. UCR-ICSD was established approximately one year ago and was originally established as the Center for Sustainable Suburban Development (CSSD) in 2003 as part of UCR’s School of Public Policy. In the last year, the ICSD has published four (4) reports, six (6) Issue Briefs, and two (2) Case Studies about housing in the Inland Region and California as a whole, which amounts to about one (1) publication per month. The ICSD has three main goals including:

1. To coordinate sustainability efforts in land use, transportation, infrastructure, energy, water, public health, emergency response, and resource management agencies.

2. To serve as a convening body to promote collaboration among decision-makers and practitioners in determining the best course of action for the region.
3. To facilitate, both within ICSD's membership and with policymakers in the region, the exchange of information, including cutting-edge and locally relevant research initiatives, best practices, information management systems, and education efforts.

Additionally, ICSD is committed to increasing community engagement and involvement through its website, social media, and mail lists with almost 2,000 subscribers. ICSD has engaged the broader UCR community by hiring interns, employees, and research associates from various undergraduate and graduate programs at UCR. A final report for this year's sponsorship period will be released this month and will highlight the need for continued focus on housing. ICSD has a dedicated website, podcast series and continuously improves its social media presence to reach more stakeholders and the public at large.

The ICSD is partnered with various SCAG member jurisdictions and organizations within the region, including, but not limited to, Riverside County, San Bernardino County, San Bernardino County Transportation Agency (SBCTA), Riverside Transit Agency (RTA), the Cities of Ontario and Rancho Cucamonga, Ontario International Airport, and the Eastern and Western Municipal Water Districts. Joining the ICSD would provide various benefits, including a position on the ICSD Leadership Council. This membership would allow SCAG to broaden communication and collaboration in the Inland Empire with strategic partners such as the Western Riverside Council of Governments (WRCOG), SBCTA, and other regional stakeholders. In addition, the ICSD intends to further focus efforts on housing in the region. SCAG's current efforts to further develop housing support programs align with this initiative.

FISCAL IMPACT:

\$10,000 for membership in the University of California Riverside Inland Center for Sustainable Development is included in the approved FY 21-22 General Fund budget.



Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: July 2021 State & 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

Looking Ahead: Legislative Deadlines & Updates in Sacramento

The 2021-22 Legislative Session continues to proceed towards the Summer Recess. After the “house of origin” deadline on Friday, June 4, 2021, in which bills must advance to the opposite chamber, policy committees could again meet and review measures that came their way from across the Capitol. 790 Assembly bills passed before the house of origin deadline, out of 1,593 Assembly bills introduced. On the Senate side, 549 bills were passed out of a total of 828 introduced.

The Legislature passed the budget bill on Monday, June 14, to meet the statutory June 15 budget deadline. However, the budget that the Legislature passed was essentially a placeholder as negotiations continued through June to reconcile the differences between the Governor’s and the Legislature’s budget priorities. Governor Newsom has 12 working days, or until July 1, to sign the budget bill. Because the budget bill is an urgency measure, it goes into effect as soon as it is signed.

Policy committees will continue to meet until July 16, 2021, at which point the Legislature will adjourn for a month-long summer recess until reconvening on August 16, 2021. The table below highlights upcoming legislative deadlines:

Date	Deadline
June 15, 2021	Deadline for the Legislature to pass the budget bill.

July 1, 2021	Deadline for the Governor to sign the budget bill.
July 14, 2021	Last day for policy committees to meet and report bills.
July 16, 2021	Summer Recess begins upon adjournment.
August 16, 2021	Legislature reconvenes from Summer Recess.

State Budget Update

On June 14, 2021, the California Legislature passed the main budget bill, Assembly Bill 128, without first having a budget agreement with Governor Newsom. The Legislature essentially passed a placeholder budget to meet the statutorily imposed June 15 deadline and so that further negotiations could continue.

The pandemic’s effects on budgetary processes are apparent as legislators failed to reach a budget agreement with the Governor for the second year in a row. Further, after an unexpected wave of funds, Governor Newsom’s budget rose from \$227 billion in January to \$267 billion in May, giving legislators only one month filled with various legislative deadlines to review the Governor’s budget packed with new spending and program proposals.

Budget negotiations continued throughout June to iron out disagreements over spending levels in various programs and areas, as well as a broader disagreement over expected future revenues. While both the Legislature’s and Governor Newsom’s budgets propose about \$267 billion in spending, the Legislature’s proposal offers more ongoing spending in areas such as Medi-Cal, homelessness, and public health. Cumulatively, the Legislature’s budget assumes that the State will have an additional \$20 billion in revenues in the future relative to Governor Newsom’s proposal.

After reaching an agreement, the Legislature will vote on and pass several bills, such as a “Budget Bill Jr.,” which would amend the budget bill, or Trailer Bills, which make the policy changes necessary to implement the final budget. Governor Newsom must sign the budget bills before the new fiscal year starts on July 1 to avoid any lapse in government funding.

California Reopens

On June 15, 2021, Governor Gavin Newsom lifted the Stay-at-Home orders. He also retired the Blueprint for a Safer Economy, which includes removing the county tier system, physical distancing requirements, and capacity limits, in addition to eliminating mask requirements for vaccinated individuals in almost all settings. While many restrictions were lifted, Governor Newsom decided not to lift the state of emergency so that the state can continue programs that address the ongoing effects of the pandemic.

The Governor also announced he would not immediately rescind all 58 COVID-19-related Executive Orders. Instead, he plans to phase them out in groups in June, July, August, and September. Notably, the Governor intends to keep portions of Executive Order N-29-20 that offer flexibility to

local and state legislative bodies, relative to the Bagley-Keene or Brown Acts, in place through September 30, 2021.

FEDERAL

Reauthorization Update

As mentioned last month, the Senate Committee on Environment and Public Works unanimously approved (20-0) its surface transportation bill unveiled in May. The bill includes a five-year \$304 billion highway funding reauthorization, representing a 34% funding increase relative to the FAST Act for highways, bridge, and road programs.

This month, the Senate Commerce Committee approved the five-year, \$78 billion rail and safety portion of the Senate's surface transportation reauthorization bill. The Commerce Committee's portion of the reauthorization was also approved with a bipartisan vote, with 25 Senators voting yes and three voting no. Overall, this portion of the bill provides \$36 billion for rail, \$28 billion for multimodal and freight, and \$13 billion for safety initiatives.

Next, the Senate Banking, Housing, and Urban Affairs and Finance committees must release their portions of the reauthorization bill. The Senate Banking Committee has jurisdiction over the mass transit portion of the bill, while the Senate Finance committee oversees funding for the entire package. Once the final two pieces of the Senate reauthorization bill pass, the House and Senate will have to reconcile the differences between their respective versions.

Infrastructure Stimulus Update

In early June, President Biden ended his infrastructure stimulus negotiations with Senator Capito (R-West Virginia) after the two sides could not find an acceptable compromise on overall spending levels or how to pay for the stimulus. There was a \$700 billion gap between both sides' final offers, and there was significant disagreement on how to raise the revenues necessary to fund the plan, such as President Biden's refusal to shift unused American Rescue Plan Act (ARPA) dollars to pay for the infrastructure.

Negotiations entirely shifted to the "G20," a bipartisan group of 20 Senators split equally between both parties that have been meeting for months to secure an agreement on an infrastructure stimulus framework and the 10 Republican votes that Democrats need to pass the package in the Senate. In mid-June, the G20 released a \$1.2 trillion infrastructure package, including \$100 billion for roads and bridges, \$66 billion for rail, and \$48 billion on transit. In total, the G20's package proposes almost \$600 billion in new spending.

The question of how to pay for the package remains, even as the bipartisan group gained support from an additional Republican Senator, bringing the number of Republican backers up to eleven.

While the G20's, or now G21, proposal has bipartisan support, it still must garner approval from the progressive wing of Congressional Democrats, who will likely want more investment, and from President Biden, who is in opposition to various included funding mechanisms, such as indexing the federal gas tax to inflation, imposing new fees on electric vehicles, or leveraging unused ARPA funds.

President Biden Releases FY 21 Budget

On May 28, 2021, President Biden released the FY 2022 Budget, which proposes \$6 trillion in spending. The President's budget proposes \$4 trillion in spending above the baseline over ten years, including \$2.2 trillion in spending for the American Jobs Plan and \$943 billion for the American Families Plan. In addition, the plan includes a \$615 billion increase in discretionary non-defense expenditures and a \$422 billion increase in mandatory spending. In comparison, defense spending will go down by \$168 billion over the ten-year period.

Some highlights include:

- \$25B for the Department of Transportation, a 15% increase, including:
 - \$1B for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.
 - \$2.5B for Capital Investment Grants to expand mass transit.
 - \$250M for transit agencies to purchase low- and zero-emission buses.
 - \$625M for a new Passenger Rail Improvement, Modernization, and Expansion grant program.
 - \$375M for Consolidated Rail Infrastructure and Safety Improvements grants.
- \$68.7B for the Department of Housing and Urban Development, a 15% increase, including:
 - \$5B for tenant-based rental assistance.
 - \$500M for public housing.
 - \$300M increase for Community Development Block Grants.
 - \$500M for the HOME Program.

FISCAL IMPACT:

Work associated with the July 2021 State and Federal Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Sarah Dominguez, Senior Regional Planner
(213) 236-1918, dominguezs@scag.ca.gov
Subject: California Air Resources Board (CARB) 2022 Scoping Plan Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR CEHD AND RC:

Receive and File

RECOMMENDED ACTION FOR EEC AND TC:

Information Only - No Action Required

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:

In early June 2021, the California Air Resources Board (CARB) held a series of kickoff meetings to initiate the Assembly Bill (AB) 32 Climate Change Scoping Plan. The update to the Scoping Plan is due in Fall/Winter 2022 and will reflect California’s goal to assess progress towards the Senate Bill (SB) 32 target of reducing GHG emission to 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. There are not currently any draft materials out for review, but CARB is seeking comments by July 9, 2021. SCAG staff are considering submitting a brief letter by the deadline to request clarification or assessment of greenhouse gas reduction pathways that would lead to future policies or regulations, provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region, and seek alignment between the Scoping Plan and SCAG’s regional policies for reducing GHG emission in Connect SoCal.

BACKGROUND:

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which required the California Air Resources Board (CARB) to develop a Scoping Plan to describe how California can reduce greenhouse gas (GHG) emissions in California to 1990 levels by 2020.

Then in 2016, the Legislature passed Senate Bill 32 which added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years. The first Scoping Plan was adopted in 2008, followed by updates in 2013 and 2017. CARB is now preparing the 2022 Scoping Plan to identify how California can become carbon neutral by 2045.

The Scoping Plan is an actionable statewide blueprint to achieve climate goals and is directed to achieve the maximum, technologically feasible and cost-effective greenhouse gas emission reductions. It does not go into detail about individual programs or regulation design, and does not supplant or create new statutes or regulations. Following the adoption of the Scoping Plan, state agencies and CARB will examine their regulations, programs and policies to assess alignment with the Scoping Plan and identify changes needed to be on track to reach the state's climate goals. Any changes to existing or proposals for new programs, policies or regulations will each have their own detailed public process and detailed analysis. The 2017 Climate Change Scoping Plan was developed while SCAG was working with CARB on the SB 375 target update process. The 2017 Scoping Plan had noted that stronger GHG reduction targets were needed to meet state goals, but that there was also a gap between what could be achieved through SB 375 alone. This 2022 Scoping Plan will provide the context for the next SB 375 target update process to occur by 2026.

On June 8 through June 10, 2021, CARB held a series of kickoff workshops to launch the start of the 2022 Scoping Plan update. Specific sessions focused on Natural and Working Lands, Equity and Environmental Justice, and Transportation and Energy. Workshop materials and recordings are available on CARB's website¹. CARB has also convened an Environmental Justice Advisory Committee and will consult with the Committee throughout the development of the 2022 Scoping Plan to ensure that environmental justice principles and actions are incorporated.

While no draft materials are currently posted, CARB is seeking written comments. Given the significance of the transportation sector in achieving the state's climate goals, making up 41 percent of state GHG emissions, SCAG staff is considering submitting a brief comment letter. The purpose of SCAG's comment letter would be to request clarification or assessment of potential GHG reduction pathways that would lead to future policies or regulations that would impact the SCAG region, provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region, and seek alignment between the Scoping Plan and SCAG's regional policies for reducing GHG emissions including in Connect SoCal and related board directives. Particular attention would be given to those policies and regulations mentioned in the CARB 2022 Scoping Plan workshops which could impact Connect SoCal GHG targets and infrastructure investment strategies. These relate to other state plans and policies that are building blocks for the Scoping Plan and which SCAG has been engaged in the development of such as the Revised Draft 2020 Mobile Source Strategy, to be

¹ <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/scoping-plan-meetings-workshops>



adopted by CARB in Fall 2021, and Climate Action Plan for Infrastructure Investment under both EO-N-19-19 and EO N-79-20.

Written comments are due July 9, 2021. CARB anticipates releasing the draft Scoping Plan in Spring 2022, with the final Scoping Plan released in Fall 2022 and considered for adoption in late 2022.

FISCAL IMPACT:

Work associated with this item is included in the FY 20-21 Overall Work Program (310.4874.01: Connect SoCal Development).



Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Rongsheng Luo, Acting Manager of Compliance and Performance Monitoring
(213) 236-1994, luo@scag.ca.gov

Subject: Overview of Regional Transportation Conformity

RECOMMENDED ACTION FOR EEC:

Information Only - No Action Required

RECOMMENDED ACTION FOR TC AND RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As a Metropolitan Planning Organization (MPO), SCAG is responsible for transportation conformity analysis of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) for the six-county SCAG region. This information item is to provide an overview of regional transportation conformity.

BACKGROUND:

The transportation conformity determination is a very important part of the RTP/SCS, the FTIP, and their amendment development and approval process. SCAG received federal approval of the transportation conformity determination for Connect SoCal (2020 RTP/SCS) and the 2021 FTIP in June 2020 and April 2021 respectively. Staff has just prepared the conformity analysis of the Connect SoCal Amendment No. 1 and the 2021 FTIP Consistency Amendment No. 21-05 which is a separate item on today's EEC meeting agenda. Staff will soon begin the conformity analysis of a significant amendment to the 2021 FTIP, to be followed by the conformity analysis of the 2023 FTIP next year, and the conformity analysis of the 2024 RTP/SCS in 2023.

The regional transportation conformity determination is also a complicated process that has many components, involves many agencies at federal, state, regional, and local levels, has various

requirements, and can cause serious consequences if not met. The following are general Q&As of regional transportation conformity.

What is transportation conformity?

Transportation conformity is required by the Federal Clean Air Act (CAA) to ensure that regional transportation plans, programs, and projects are consistent with or “conform” to an air quality state implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

What needs to meet transportation conformity?

Transportation conformity applies to the long-range RTP/SCS, short-term FTIPs, and transportation projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

How often is regional transportation conformity required?

The regional transportation conformity determination must be made at least every four years or when RTPs/FTIPs are significantly amended. Also, regional transportation conformity determination must be made within 24 months of certain actions on the SIP by the US Environmental Protection Agency (EPA). In addition, conformity determinations must be made within 12 months of an area being designated by the EPA as a new nonattainment area.

Who makes the regional transportation conformity determination?

MPO governing boards make initial conformity determination. Final conformity determination must be made at the federal level by FHWA/FTA.

What areas and what pollutants are subject to transportation conformity in SCAG region?

There are twenty-six (26) nonattainment and maintenance areas in the SCAG region that are subject to transportation conformity for four air pollutants: ozone, carbon monoxide (CO), fine (PM_{2.5}) and coarse (PM₁₀) particulate matter.

- One CO maintenance area: South Coast Air Basin (SCAB)
- Fourteen Ozone non-attainment areas (2008 and 2015 standards): Morongo Indian Reservation portion of SCAB (Morongo), Pechanga India Reservation portion of SCAB

- (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin (SCCAB), Western Mojave Desert Air Basin (MDAB) – Los Angeles County (Antelope Valley portion) and San Bernardino County (Western portion of MDAB), Salton Sea Air Basin (SSAB) – Riverside County Coachella Valley portion, and SSAB – Imperial County portion
- Six PM_{2.5} non-attainment areas: SCAB (1997 and 2006 standards), Pechanga and SCAB excluding Pechanga (2012 standard), and SSAB – Imperial County portion (2006 and 2012 standards)
 - Five PM₁₀ non-attainment areas: SCAB, MDAB – San Bernardino County portion excluding Searles Valley, MDAB – Searles Valley portion, SSAB – Riverside County Coachella Valley portion, and SSAB – Imperial County portion.

What are the roles of federal, state, and regional/local agencies?

At the federal level, EPA is responsible for the NAAQS, conformity regulations, and SIP approval. FHWA/FTA is responsible for approving the conformity determination in consultation with EPA.

At the state level, the California Air Resources Board (CARB) is responsible for submitting the SIP to EPA. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis and the Regional Council adopts the initial conformity determination. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six county transportation commissions (CTCs) in the SCAG region and the CTCs submit transportation projects for the RTP and FTIP.

What are the basic regional transportation conformity requirements?

Under the EPA's Transportation Conformity Regulations, the RTP and FTIP need to pass the following conformity tests:

- Consistency with the RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the RTP.
- Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets in the applicable SIPs. Where there are no EPA approved SIP budgets, an interim emission test is used for conformity. Under the interim test, the build scenario's emission must be less than or equal to the no-build scenario's emissions and/or the build scenario's emission must be less than or equal to the base year emissions.
- Timely implementation of transportation control measures (TCMs): The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given

funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.

- Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.
- Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) must serve as the forum for interagency consultation. The RTP also must go through an extensive and on-going public outreach effort throughout the RTP development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

What are the consequences of a regional transportation conformity failure?

A conformity failure can cause serious consequences. A conformity lapse grace period is triggered when a conformity determination is not made according to the required frequency or expires, or EPA disapproves a SIP. Under the one-year conformity grace period, only projects in the current conforming RTP/FTIP or the most recent conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects.

If not corrected within the one-year grace period, a conformity lapse is imposed. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects (HOV/Express Lane, transit and non-motorized modes, and intelligent transportation system projects) not in an approved air plan unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects can neither receive federal funding or federal approval, nor be amended into the RTP/FTIP.

It is important to note that the FHWA and FTA will not reduce the amount of funding a State receives during a conformity lapse. However, the use of federal funds may be severely restricted.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. PowerPoint Presentation - Overview of Regional Transportation Conformity

Overview of Regional Transportation Conformity

Presentation to Energy and Environment Committee

Rongsheng Luo, Acting Manager

Department of Compliance and Performance Monitoring

July 1, 2021

www.scag.ca.gov



What Is Transportation Conformity?



Federal Clean Air Act Requirement

Air Quality Planning

Transportation Activities

Transportation Conformity

On-Road Transportation Is a Major Source of Air Pollutants Emission



What Needs to Meet Transportation Conformity?



- Long-Range Regional Transportation Plan (RTP)
- Short-Term Federal Transportation Improvement Program (FTIP)
- Federal Funded or Supported Transportation Projects



How Often Is Transportation Conformity Required?



- RTP and FTIP
 - Every four years
 - For a significant RTP and FTIP amendment
 - When U.S. Environmental Protection Agency (EPA) approves new transportation emission budgets
 - When EPA designates nonattainment areas under a new national ambient air quality standard (NAAQS)
- Federal Funded or Supported Transportation Projects
 - As needed

Who Makes Regional Transportation Conformity?



- Governing Board of a Metropolitan Planning Organization (MPO):

- Initial Transportation Conformity Determination



- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA):

- Final Conformity Determination

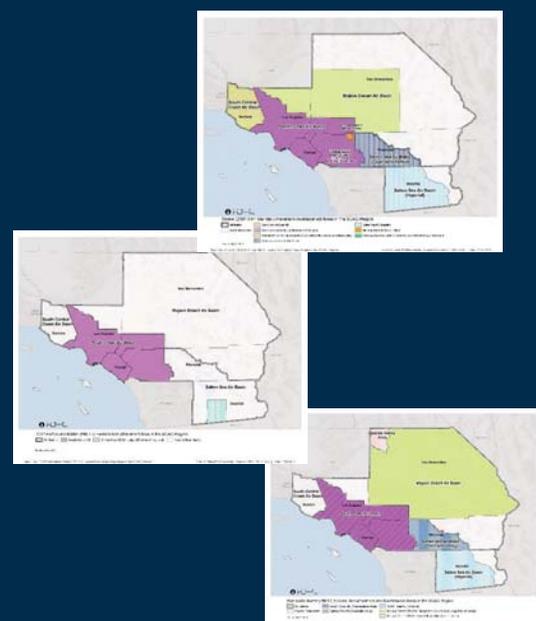


What Areas Are Subject to Conformity?



- Nonattainment and maintenance areas for five transportation related criteria pollutants:

- Carbon Monoxide (CO)
- Nitrogen Dioxide (NO₂)
- Ozone
- Fine Particulate Matter (PM_{2.5})
- Course Particulate Matter (PM₁₀)



What Are Roles of Various Government Agencies?



- Federal
 - U.S. EPA
 - FHWA and FTA
- State
 - California Air Resources Board (ARB)
 - California Department of Transportation (Caltrans)
- Regional
 - MPO
 - Local Air Districts
 - County Transportation Commissions

What Are Regional Conformity Requirements?



- Consistent with Adopted RTP/SCS
- Regional Emissions Analysis
- Financial Constraint
- Timely Implementation of Transportation Control Measures (TCMs)
- Interagency Consultation and Public Involvement

What Are Consequences of Conformity Failure?



- **Conformity Lapse Grace Period/Conformity Freeze**
 - Projects in current conforming RTP/SCS and FTIP can move forward
 - No new RTP/FTIP amendments except exempt projects
- **Conformity Lapse**
 - Only exempt projects and previously authorized TCM projects can move forward
 - All impacted projects can neither receive federal funding, federal approval, nor be amended into RTP or FTIP



Thank You!

Questions?

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Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jenna Hornstock, Deputy Director of Planning
(213) 630-1448, hornstock@scag.ca.gov

Subject: Regional Early Action Plan (REAP) Bi-Annual Status Report

RECOMMENDED ACTION FOR CEHD:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal

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

Staff is providing a bi-annual program status and update to the Community, Economic and Human Development Committee.

BACKGROUND:
Under the California 2019-20 Budget Act, SCAG was eligible for \$47 million in REAP funding to support local governments and stakeholders with housing planning activities that accelerate

housing production and meet the region's goals for producing 1.3 million new units of housing by 2029, as determined by the 6th Cycle RHNA. The funding was made available in two phases; 25% of the funds were made available immediately and the balance would be available upon SCAG's development of a complete proposed work plan and grant application. On December 3, 2020, the SCAG Regional Council adopted Resolution 20-627-1 which authorized staff to request the balance of SCAG's REAP allocation through a complete application and approved the complete REAP work program.

SCAG has framed the REAP funding into three umbrella categories:

1. Partnerships and Outreach
2. Regional Housing Policy Solutions
3. Sustainable Communities Strategies (SCS) Integration

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

REAP Program Administration

Grant Award and Final Agreement: On January 29, 2021, SCAG staff submitted a complete application for the balance of its REAP allocation. After several rounds of responding to comments from staff at the State Housing and Community Development Department (HCD), on April 15th SCAG was notified of its full funding award. The final agreement was received June 1 and is circulating with SCAG for final signatures.

Contracting for the REAP program: At its April 2021 meeting, the Regional Council approved a suite of actions to support expediting contracting for the REAP program. A key component of these actions was establishment of the On Call Services contracts (OCS). The OCS is similar to a bench of pre-qualified consultants, which was set up across five disciplines. The RC approved up to \$10 million in contracting from the OCS, and staff will provide monthly updates on activities related to the OCS. To date, staff have released two procurements, one for the Leadership Academy and one for a Development Streamlining training. The next set of procurements will be related to the Housing and Sustainability Development program as well as several procurements on behalf of COGS participating in the Subregional Partnerships Program.

REAP Program Updates

1. Partnerships and Outreach

There are 4 programs within the Partnerships and Outreach category of SCAG's REAP funding.

1) Subregional Partnership Program

SCAG set aside approximately \$23 million of its REAP housing funding for the Subregional Partnership Program (SRP) to fund subregional partnership planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction's 6th cycle RHNA. The program is intended to augment resources available through locally received SB 2 and Local Early Action Planning (LEAP) grants, and foster subregional collaborations to take advantage of economies of scale in meeting housing goals. The funding amount available for each subregional partner is based on the final RHNA allocation.

In September 2020, the Regional Council voted to approve the SRP guidelines which outline program requirements, eligible projects, and the application processes. The RC approved allocation across sixteen subregional partner agencies. Except for the Las Virgenes-Malibu COG, who declined to apply for REAP funding, SCAG received fifteen (15) applications from the subregions by the December 1, 2020 deadline. Staff reviewed all applications within thirty days and provided feedback and comments to applicants. All applications have been approved and SCAG staff have focused activities on finalizing Memorandums of Understanding (MOUs) with the subregional partners, ensuring that their procurement policies meet the flow down requirements of the grant funds, and supporting their efforts to implement the grant funded activities. As of June 11, 2021:

- 9 MOUS are fully executed
- 2 MOUS are with the subregional partners for review and/or approval
- 4 MOUS are with SCAG for further review

Those partners with completed MOUs are in the process of doing work directly through their staff as well as procuring consultants. SCAG staff are actively working with the partners to ensure that procurement scopes are consistent with the approved grant-funded activities. In addition, as appropriate, SCAG staff have offered to partners the use of the recently established On Call Services contracts, for which the Regional Council has approved up to \$10 million in contracting in support of the REAP program.

To meet the reimbursement deadlines of REAP, all REAP funded projects must conclude by June 30, 2023.

2) Call for Collaboration

In July 2020, the Regional Council voted to approve \$1 million of the early application REAP grant funding to establish the Call for Collaboration partnership program with the intent to support new partnership models and engage a wider range of stakeholders to advance the region's housing goals. SCAG partnered with the California Community Foundation (CCF), joined by the Irvine Foundation, Chan Zuckerberg Initiative, and other funding partners for this program. The

program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

SCAG entered into an MOU with CCF to identify other funding sources and administer the grant funding. In December and January 2021, CCF and SCAG procured a technical assistance provider, to be funded by the foundation partners, to support the grant program awardees in their planning activities. CCF released the Request for Proposals for the grant program on January 19, 2021, offering funding in two categories:

- **Partnership Programs:** Awards of up to \$125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships that promote equitable growth strategies.
- **Spark Grants:** Smaller, capacity-building grants of around \$50,000 (1) to seed new models of collaboration and engagement to support community-driven approaches and partnerships that promote equitable growth strategies.

The grant program was oversubscribed by four (4) times, and fifteen (15) awards were made totaling \$1.25 million. These awards were made to a range of non-profit and community-based organizations covering five of SCAG's six counties. Through its partner, CCF, awardees are now entering into grant agreements and kicking off their grant-funded work. The period of performance is 18-months from execution of the grant agreement.

3) Local Housing Leadership Academy

SCAG will seek a consultant team to develop and lead a housing leadership academy that aims to convene, educate, and engage elected officials, local leaders and influential stakeholders on housing issues related to production and preservation of housing. The objectives of this program are to educate and elevate local leadership to proactively contribute to accelerate housing production, develop regional pro-housing coalitions, better utilize housing funding opportunities, implement housing elements, and collaborate with SCAG's emerging housing program. SCAG intends to curate cohorts of up to 40 participants specific to each Southern California county to offer concurrent training sessions.

The trainings will cover key housing topics and best practices including, but not limited to:

- Barriers to housing production
- Managing Opposition to housing
- Advocacy and coalition building

- Equitable housing development
- Economic recovery housing strategies
- Meeting RHNA targets
- New laws and ordinances
- Racial equity and housing/land use

In addition to the trainings, the leadership academy process will include 4 region-wide convenings on core housing topics.

SCAG staff issued a procurement to the consultants newly approved through the On Call Services contracts, and staff is currently in the selection/review process. Kick off with the selected consultant is expected in early July 2021, with preparation for the trainings through early Fall and the leadership academy kick off by late Fall. There is also potential to hold the first convening in Fall 2021.

4) Pro-Housing Campaign

SCAG designated funding for the development of a community outreach and advertising campaign as a resource for cities and counties working to create positive associations with housing development and housing-supportive land use policies. This effort will be modelled on the success of SCAG's Go Human campaign, a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. Staff began to research several similar, active housing efforts, and is exploring opportunities to partner to expand the impact and reach of this work.

2. **Regional Housing Policy Solutions**

There are 3 programs in the Regional Housing Policy Solutions category.

1) RHNA Methodology/Allocation

SCAG implemented an extensive process for development of the 6th Cycle RHNA. In particular, SCAG developed an expanded methodology process to incorporate adjustment for Affirmatively Furthering Fair Housing (AFFH), with a minimum 150 percent social equity adjustment and an additional 10 to 30 percent added in areas with significant populations that are defined as very low or very high resource areas. *Importantly, and in contrast with past cycles, over 60 percent of the RHNA housing unit total was allocated on the basis of region-wide job and transit accessibility measures in order to promote infill development, efficient development patterns, improved intraregional jobs-housing relationships, and the region's greenhouse gas emissions targets.* A dynamic estimator tool and data appendix with a full set of various underlying data and assumptions to support the RHNA methodology were made available.

The final RHNA methodology was developed involving outreach by SCAG's Environmental Justice Working Group to maximize outreach to lower income, minority and other disadvantaged populations, and considered a wide range of nearly 250 stakeholder comments. The appeals process concluded with adoption of the Final RHNA in February 2021.

In the past few months, SCAG staff have processed two requests to transfer RHNA allocation between neighboring jurisdictions. Other than responding to these requests, no further work is currently underway with respect to the 6th cycle RHNA.

SCAG will use lessons learned from the 6th cycle process to inform its recommendations to HCD for revamping the RHNA process to be provided pursuant to Health and Safety Code 50515.05

2) Data Tools and Technical Support for Housing Element Updates

In partnership with HCD, SCAG has provided several data and technical assistance tools to local jurisdictions. These resources will help member jurisdictions reduce costs associated with developing 6th cycle housing element updates as well as streamline the review process.

This work has included:

- August 2020: A two-part webinar series focused on providing local governments and other stakeholders in the SCAG region with information and resources to support their 6th cycle housing element updates
- July 2020: Publishing housing element needs and affordability data sets for each local jurisdiction, pre-certified by HCD for use in housing element updates.
- Release of a Regional Accessory Dwelling Unit Affordability Analysis to support cities in determining assumptions for ADU affordability that can be used to assign ADUs to income categories to be included in 6th cycle housing elements.
- December 2020: Launch of the SCAG Housing Element Parcel Tool (HELPR), a web-mapping tool developed to help local jurisdictions and stakeholders understand local land use and site opportunities for aligning housing planning with the state's 6th cycle housing element updates and related guidelines.

In the past 6 months, SCAG staff have been working on updates to HELPR and plans to launch HELPR 2.0 in the next quarter.

3) Housing Policy Solutions Research

Building upon prior internal research efforts which focus on housing policies and fiscal innovations, this work item envisions a set of collaboratively funded university studies ("university

partnerships”) or other studies that provide research and recommendations on best practices that accelerate housing production, as well as additional small-ticket consultant items as needed, and staff time. The key deliverables would consist of policy briefs and periodic white papers on timely topics and best practices. Three efforts are underway for this program:

1. *Other to Residential*: SCAG staff have researched the topic of “other to residential,” focused on identifying land uses that could be re-purposed and/or rezoned for residential use (for example brownfields, golf courses and underutilized strip malls). Staff is working on a scope of work to procure a consultant for initial feasibility studies and data collection and is also seeking a university partner that can coordinate a studio workshop to produce additional data analysis and a visioning approach to the identified sites.
2. *Housing Development Streamlining*: In early June, staff released a procurement to the OCS for the development of guidance materials, presentations/workshops and website content focused on streamlining development projects.
3. *Smart Permitting*: As part of the Future Communities Pilot Program (FCPP), the City of Cerritos was competitively selected to pilot an online platform to accelerate housing production while reducing vehicle miles travelled. The platform will streamline the approval processes by moving external and internal application efforts into an interactive online system and significantly reducing staff time needed to process applications. SCAG staff continues to coordinate with the consultant team and City staff and will soon begin data collection to quantify project benefits. Data collection findings will inform best practices and replicability in the region.

3. ***Sustainable Communities Strategies Integration***

There are 3 programs in the SCS Strategies Integration category.

1) 2020 Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD)

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

SCAG released the HSD Call for Applications in November 2020, held an Application Webinar on December 2, 2020, with over 110 participants, and held weekly office hours and twenty one-to-one coaching sessions to support application development. SCAG received a total of 26 applications across the 4 project types.

At the April 2021 CEHD and Regional Council meetings, all 26 applications were approved for funding, with the following break out across funding categories:

- a) Advancing Accessory Dwelling Unit (ADU) Implementation received 8 awards
- b) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts received 6 awards
- c) Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation received 12 awards

Staff is now working to develop “bundles” of scopes of work, to procure consultant teams that will work with cities across similar project types. The first procurements will be released in early summer, continuing through Fall 2021. The procurements will use the newly created On Call Services contracts.

2) Transit Oriented Development Work Program

LA Metro Partnership: SCAG and Metro are pursuing a Transit Oriented Development/Transit Oriented Communities (TOD/TOC) partnership via an MOU to fund a variety of programs and studies that promote housing production near transit stations. These studies and programs will include evaluating station area parking strategies, station access, joint development strategies, housing supportive community outreach, and a housing innovation “lab”. Metro has provided a scope of work for this effort, which includes deliverables to accelerate housing on Metro owned properties and in station areas. The goal of the partnership is to strategically plan for nearly 10,000 units of housing on transit-adjacent properties. Support for planning and process improvements is needed within the Joint Development team to ensure that Metro can develop and implement a strategic plan to accelerate the delivery of affordable housing on its incoming properties, and Metro will seek approval of an MOU with SCAG at an upcoming meeting of its Board of Directors.

SCRRA (Metrolink): SCAG and SCRRA are exploring a partnership through an MOU to identify and encourage transit-oriented housing production opportunities throughout Metrolink’s network and around its stations. Particular emphasis will be made to support and add value to the Metrolink Southern California Optimized Rail Expansion (SCORE) capital improvement and service enhancement program. Local cities and county transportation commission will also be included to maximize coordination on issues such as alignment of land development policies and regulations, land ownership and site control opportunities of transit station areas and supporting

facilities. SCAG is preparing a station area land-use analysis for the Metrolink station areas that will be included in the 2024 Connect SoCal sustainable communities strategy (SCS). SCAG supported Metrolink with an application to the Caltrans Planning Grant Program for economic development and active transportation studies to support the REAP-funded housing studies around Metrolink Stations. Metrolink has provided SCAG with a draft scope of work for the REAP funded activities.

3) Priority Growth Area (PGA) Analysis and Data Tools

Partnerships: SCAG will pursue partnerships to further next steps on housing supportive land use analysis and strategy development in PGAs. Staff have focused on identifying partnerships with existing programs and efforts, with an emphasis on the State-funded Transformative Climate Communities areas.

Planning and Policy Research: SCAG will partner with academic institutions as well as other stakeholder groups and industry associations to identify best practices to unlock new housing development potential, remove barriers to housing development, reduce the cost of development, and decrease development timelines. These efforts will focus on various community typologies and housing types, consistent with the SCS and will also build on SCAG's CEQA streamlining efforts.

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)).

ATTACHMENT(S):

1. PowerPoint Presentation - REAP Program

SCAG's Regional Early Action Program (REAP)

Bi-Annual Program Update

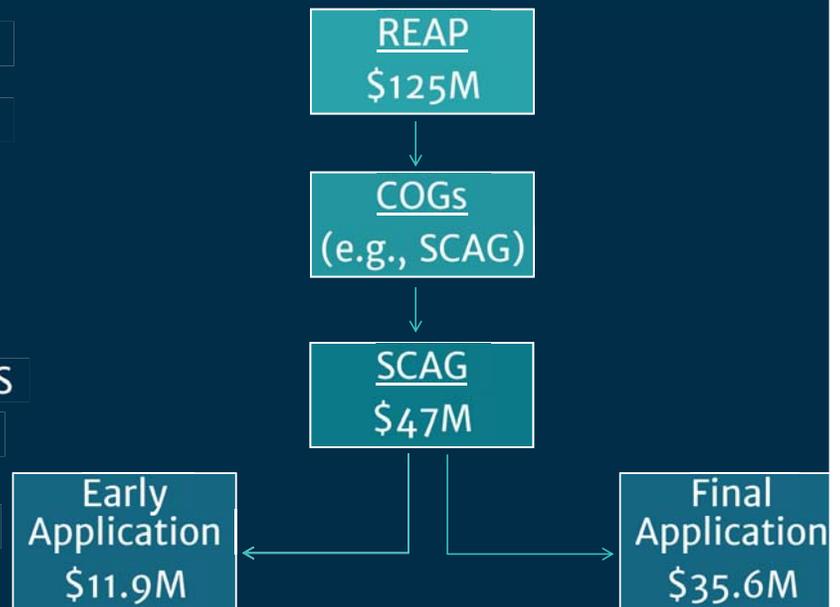
Jenna Hornstock, Deputy Director of Planning, Special Initiatives
July 1, 2021

www.scag.ca.gov

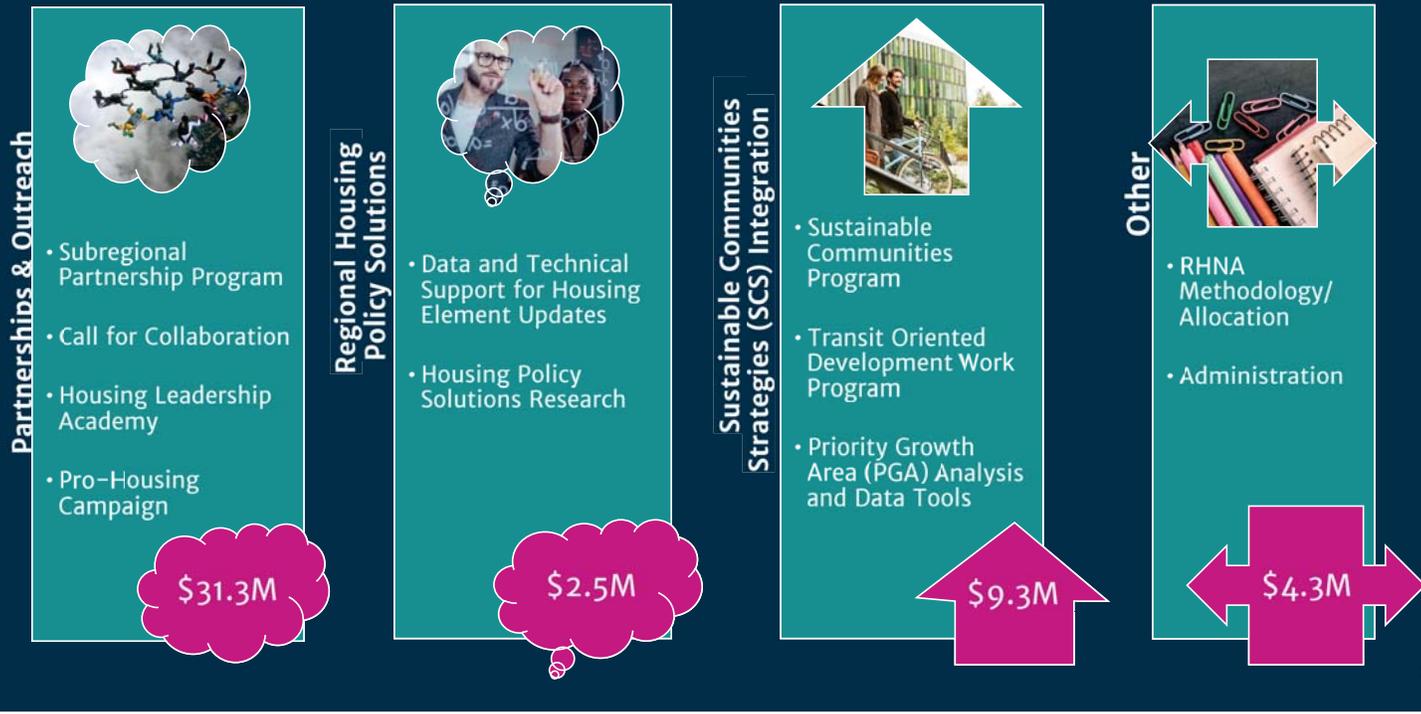


Grant Administration

- At the April 2021 meeting, the RC approved a suite of actions to expedite contracting for the REAP program.
 - (a) On Call Services contracts (OCS) for up to \$10 million in contracting
 - (b) Authority to contract up to \$500,000 outside of the OCS
- Full funding application approved by HCD on May 11, 2021
- Standard Agreement executed by SCAG, pending HCD execution



REAP Program Areas



Subregional Partnership Program

An allocation of \$24 million will go to local subregions to fund planning efforts that **accelerate housing production**, align investment in housing planning with the RHNA allocation, and implement the broader goals of Connect SoCal.



MOUs with Subregional Partners

- 9 - fully executed
- 4 - With the subregional partners for review and/or approval
- 2 - MOUs are with SCAG for further review

Partners with completed MOUs are in the process of doing work directly through their staff and procuring consultants.



On Call Services contracts available to partners for procurement support

REAP Partnership & Outreach Programs

Call for Collaboration

- 15 awards to non-profit and community-based organizations, totaling \$1.25 million
- Grantees entering agreement with SCAG partner, CCF, for an 18-month performance period

Leadership Academy

- Aims to convene, educate, and engage elected officials and local leaders on housing issues related to production and preservation of housing
- SCAG staff issued a procurement to the On Call Services consultants
- Kick off with the selected consultant is expected in early July 2021

Pro-housing Campaign

- Aims to create a positive associations with housing development and housing-supportive land use policies (modelled on the success of SCAG's Go Human campaign)
- Chan Zuckerberg Initiative (CZI) has been conducting market segmentation analysis, identifying core values associated with housing development. Staff is proposing to coordinate with CZI and other partners (foundations, community based and municipal) to develop and launch the campaign materials.

Regional Housing Policy Solutions

RHNA Methodology/Allocation

- The appeals process concluded with adoption of the Final RHNA in February 2021.
- SCAG staff have processed two requests to transfer RHNA allocation between neighboring jurisdictions

Housing Element Update Data & Technical Assistance

- 6/16/21 launch of [SCAG Housing Element Parcel Tool \(HELPR\)](#) version 2.0, a web-mapping tool developed to identify local land use and site opportunities for aligning housing planning with the state's 6th cycle housing element updates and related guidelines

Housing Policy Research

- Collaboratively funded university studies producing policy briefs and periodic white papers on:
 - Other to residential
 - Development streamlining – training and guidance
 - Online permitting portal platform with the City of Cerritos

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



April 2021: CEHD and Regional Council approved 26 applications for \$5M in funding.

Staff is developing “bundles” of scopes of work, to procure consultant teams that will work with cities across similar project types.

The first procurements will be released in early summer, continuing through Fall 2021, using the newly created On Call Services contracts.

Program Types

Advancing Accessory Dwelling Unit (ADU) Implementation

Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts

Objective Development Standards for Streamlined Housing, Pro-housing Designation Program and Parking Innovation

Transit Oriented Development Work Program

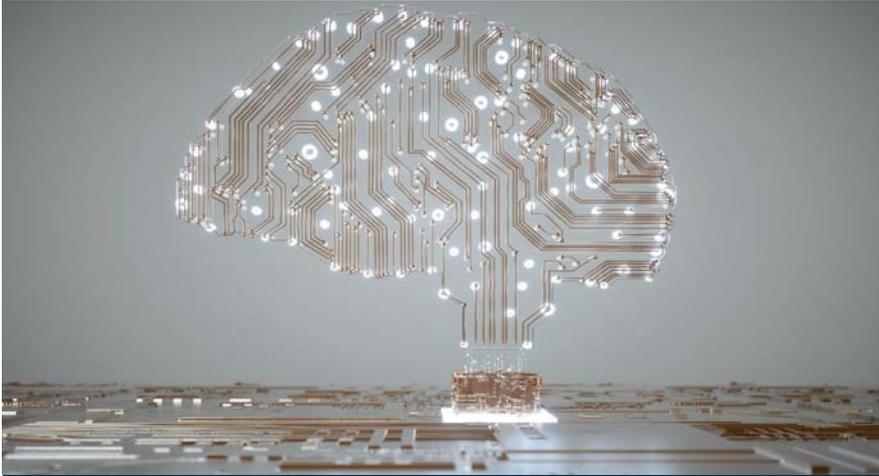


Partnership with LA Metro

Partnership with SCRRA (Metrolink)

Housing Production Near Transit Stations

Priority Growth Area (PGA) Analysis and Data Tools



Partnerships:

SCAG will pursue partnerships to further next steps on housing supportive land use analysis and strategy development in PGAs.

Planning and Policy Research:

SCAG will partner with academic institutions as well as other stakeholder groups and industry associations to identify best practices to unlock new housing development potential, remove barriers, reduce costs and decrease development timelines.

For More Information visit SCAG's
Housing and Land Use Webpage
www.scag.ca.gov/housing

Questions or Comments

Contact: Jenna Hornstock

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www.scag.ca.gov





**AGENDA ITEM 19
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

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

RECOMMENDED ACTION:

For 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) more than \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Trimble Inc.	FY21 Ecognition Software	\$16,700
Law Offices of Jim Kahng	FY21 Government Filing Fees	\$5,614

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>
Magellan Advisors, LLC (21-035-C01)	Consistent with the requirements of the Caltrans State Highway Account Grant that funds this project, the consultant shall complete a Final Transportation Broadband Strategies Report showing improved mobility and environmental benefits of reduced VMT and GHG by integrating broadband planning and deployment into transportation planning and facilities.	\$174,808



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>
AECOM Technical Services, Inc. (21-038-C01)	The consultant shall complete a white paper that will assess the feasibility of implementing Mobility as a Service (MaaS) within the SCAG region including identification of challenges and opportunities, key institutional and infrastructure needs, and develop an implementation guide. This white paper will additionally be relevant in the post-pandemic world as it presents both opportunities and challenges to foster new mobility solutions for our changing transportation ecosystem.	\$160,210

SCAG executed the Amendment more than \$5,000 but less than \$75,000

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

ATTACHMENT(S):

1. Contract Summary 21-035-C01
2. Contract Summary 21-038-C01

CONSULTANT CONTRACT NO. 21-035-C01

**Recommended
Consultant:**

Magellan Advisors, LLC (Magellan)

**Background &
Scope of Work:**

In 2019, the Caltrans State Highway Account (SHA) awarded SCAG a Caltrans Sustainable Communities grant to determine the feasibility of accelerating Digital Inclusion (broadband deployment and adoption) as a "green strategy" to reduce Vehicle Miles Traveled (VMT), improve mobility, and quantify the potential for contributing to the SCAG region's GHG (Greenhouse Gas) emissions reduction goals. SCAG's grant partners (sub-recipients) include the California Emerging Technology Fund (CETF) and the Regional Broadband Consortia: the Inland Empire Regional Broadband Consortium (IERBC), the Broadband Consortium of the Pacific Coast (BCPC) and the Southern Border Broadband Consortium (SBBC).

Currently, transportation planning, whether by Caltrans, a regional transportation authority, or local government, does not typically have Digital Inclusion (broadband planning and deployment) as part of the checklist of items considered in developing projects. This results in little to no broadband planning in transportation planning such as project study reports, project reports, right-of-way, environmental clearances, design, and construction.

SCAG seeks to demonstrate that broadband planning, including installation of conduit for future broadband use in transportation projects, along with environmental benefits of VMT and GHG reduction, can lead to "Dig-Once" project cost savings, as well as public private partnerships with Internet Service Providers (ISP's) potentially generating new revenue to cover costs in the long run for broadband planning.

The environmental benefits of broadband, including improved mobility and reduced VMT and GHG, along with the cost savings and public benefit of broadband planning, need to be addressed, studied, and confirmed so that these benefits and savings are understood as a sustainable community strategy, and broadband planning becomes standard practice in transportation planning and facilities. This will result in improved broadband deployment especially in disadvantaged communities and unserved/underserved rural and urban areas.

Consistent with the requirements of the Caltrans State Highway Account Grant that funds this project, the consultant shall complete a Final Transportation Broadband Strategies Report showing improved mobility and environmental benefits of reduced VMT and GHG by integrating broadband planning and deployment into transportation planning and facilities.

**Project's Benefits
& Key Deliverables:**

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

- Providing quantification and analysis showing broadband in transportation projects leads to improved broadband service through time and cost efficiencies, which lead to reduced VMT and GHG emissions;
- Developing a broadband investment and penetration study showing how much VMT and GHG is reduced as broadband service improves, especially in disadvantaged and unserved/underserved communities; and
- Identifying cost and funding strategies for including broadband in transportation

Attachment: Contract Summary 21-035-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

projects and relate this back to the value of VMT and GHG reduction to meet SCAG's regional goals.

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** **\$174,808**

Magellan (prime consultant)	\$113,400
DKS (subconsultant)	\$61,408

Note: Magellan originally proposed \$397,870 (included more staff hours than necessary to complete the scope of work), but staff negotiated the staff hours and thus reduced their overall price to \$174,808 without reducing the scope of work and task deliverables.

Contract Period: May 10, 2021 through June 30, 2022

Project Number(s):

155-4863U8.01	\$154,757.50
155-4863R6.01	\$20,050.48

Funding source: FY20 Caltrans Grant Program State Highway Account (SHA) and California Emerging Technology Fund (CETF) Cash Match.

Funding of \$174,808 is available in the FY 2021-22 Overall Work Program (OWP) budget in Project Number 155-4863.01, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 3,179 firms of the release of RFP 21-035 via SCAG's Solicitation Management System website. A total of 68 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

Magellan (1 subconsultant)	\$397,870
LSA Associates, Inc. (1 subconsultant)	\$398,933
Applied Geographics (2 subconsultants)	\$415,583
Ernst & Young Infrastructure Advisors, LLC (1 subconsultant)	\$424,766
V&A, Inc. (3 subconsultants)	\$699,358

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

The PRC consisted of the following individuals:

Thomas Bellino, Senior Regional Planner, SCAG
Sunne McPeak, President, California Emergency Technology Fund (CETF)
Martha van Rooijen, Executive Director, Inland Empire Regional Broadband Consortium (IERBC)

Basis for Selection: The PRC recommended Magellan for the contract award because the consultant:

Attachment: Contract Summary 21-035-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

- Demonstrated the best understanding of the project, specifically in the broadband policy, speed standards, and issues related to deployment in underserved and disadvantaged communities. Further, they will provide a GIS map featuring broadband demand and inventory, which is important because we will need to visualize the geographic data in order to make it clear which parts of the SCAG region are in need of better broadband;
- Provided the best technical approach, for example their plan includes utilizing data and performing modeling and analysis that will provide defensible outcomes;
- Has the most relevant work experience on projects of similar size and scope which is an advantage in being able to start this work quickly; and
- Proposed the lowest cost.

CONSULTANT CONTRACT NO. 21-038-C01

Recommended Consultant:	AECOM Technical Services, Inc. (AECOM)	
Background & Scope of Work:	<p>Mobility choices have increased over the last couple of years, but this has at the same time revealed the complexities and challenges in the transportation world. Partnerships between public agencies and Transportation Network Companies (TNCs) and other private mobility providers seem to have led to improved first/last mile connections, however, there are several key factors necessary to make those partnerships work effectively. One of the concepts that have emerged out of this creativity and synergy is called Mobility as a Service (MaaS).</p> <p>MaaS is the consolidation or integration of various travel modes into a single mobility service or platform – giving people a variety of mobility and payment options. The definition is sometimes confused with an app, but the MaaS concept is more than just an app. MaaS offers added value to mobility with one payment system instead of multiple channels to access buses, bikes, trains, taxis, ride-hailing, ridesharing and new micro-mobility options such as e-scooters. At the core of MaaS is the ability to equitably offer customized mobility options for all persons.</p> <p>The consultant shall complete a white paper that will assess the feasibility of implementing MaaS within the SCAG region including identification of challenges and opportunities, key institutional and infrastructure needs, and develop an implementation guide. This white paper will additionally be relevant in the post-pandemic world as it presents both opportunities and challenges to foster new mobility solutions for our changing transportation ecosystem.</p>	
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Conducting best practice research including review of literature and case studies related to MaaS; • Providing a Technical Memorandum identifying feasibility, challenges and opportunities for MaaS implementation; and • Developing an Implementation Guide to ensure successful implementation of MaaS in the SCAG region to support Connect SoCal goals of reduced congestion and GHG emissions, improved air quality, healthy communities, and strong economies. 	
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	\$160,210
	AECOM (prime consultant)	\$109,726
	Arellano Associates (subconsultant)	\$50,484
Contract Period:	June 1, 2021 through June 30, 2022	
Project Number(s):	140-0121B.10	\$160,210

Attachment: Contract Summary 21-038-C01 (Purchase Orders \$5,000 - \$199,999; Contracts \$25,000 - \$199,999 and Amendments \$5,000 -

Funding source: Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA 5303)

Funding of \$75,000 is available in the FY 2020-21 budget in Project Number 140-0121B.10 and the remaining \$85,210 is expected to be available in the FY 2021-22 budget in Project Number 140-0121.10, subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 2,851 firms of the release of RFP 21-038 via SCAG’s Solicitation Management System website. A total of 83 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

AECOM (1 subconsultant)	\$160,210
Steer Davies (2 subconsultants)	\$73,500
Nelson\Nygaard Consulting Associates, Inc. (3 subconsultants)	\$73,992
IBI Group (4 subconsultants)	\$74,674
Xenconsult, Inc. (1 subconsultant)	\$79,726
Mott MacDonald, Inc. (1 subconsultant)	\$149,801

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG
Philip Law, Manager, Mobility Planning and Management, SCAG
Lorelle Moe-Luna, Director, Multimodal Services, Riverside County Transportation Commission

Basis for Selection:

- The PRC recommended AECOM for the contract award because the consultant:
- Proposed the best technical approach and demonstrated thorough knowledge and understanding of the project scope and deliverables. With the limited experience of MaaS in the US, the project team had specific experience in different elements of MaaS, like mobility wallet, mobility hubs, and micro transit. MaaS is predominant in Europe and the consultant has a team member who will be dedicated to working on the study to bring in the best practices and insights to build on the unique complexities of MaaS in the SCAG region. They demonstrated understanding of the challenges and diversity in the SCAG region and the composition of the demographics of commuters. The consultant proposed an interactive online story map for the final report which will be useful for MaaS implementation in the region;
 - Presented qualified and organized project team and demonstrated cohesive team dynamics during the interview. Each team member clearly demonstrated the various roles on the project, providing extensive experience with related projects and relevance to the study. Each of the responses during the interview included specific and relatable relevant examples of previous work;
 - Proposed a stakeholder engagement approach that recognizes the different audiences. The consultant demonstrated the knowledge on MaaS as an equity tool

which helps to set indicators for the multiple layers of MaaS that is needed for the study.

Although other firms proposed lower prices, the PRC did not recommend these firms for contract award because these firms:

- Did not propose technical approach as robust as the selected firm. The approaches presented in the interviews were shallow and nothing beyond what was presented in the proposals. Also, the firms did not clearly respond to all the questions during the interview and did not demonstrate substantial knowledge with clear examples of related projects;
- Although, the proposers had team members including those with international MaaS experience, relevant for study, team cohesion was not the strongest in the way the presentation and answers were delivered during the interview. Also, team members with relevant experiences had limited hours on the projects and that can be problematic as they may not be able to contribute fully to the project; and
- Stakeholder engagement approach did not clearly demonstrate understanding of the complexities of the SCAG region.



**AGENDA ITEM 20
REPORT**

Southern California Association of Governments
Remote Participation Only
July 1, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Tom Philip, Manager, Accounting
213-236-1951, philip@scag.ca.gov

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

MEMBERSHIP DUES:

As of June 14, 2021, 184 cities and 6 counties had paid their FY21 dues. This represents 98.42% of the dues assessment. Four cities have yet to pay their FY21 dues. Three cities are being recruited for membership. SCAG is in the process of reaching out to all members with outstanding dues.

BUDGET & GRANTS (B&G):

Staff prepared the FY 2021-22 OWP In-Kind Match Packet for the value of third-party services by local transportation agencies that may be accepted as match for federal funds for specific SCAG planning work activities. The In-Kind Match Packet was prepared in accordance with the provisions of 2 CFR 200.306 and will be submitted to Caltrans for review and approval.

CONTRACTS:

In May 2021, the Contracts Department issued two (2) Request for Proposals; awarded six (6) contracts; issued eight (8) contract amendments; and processed 20 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 171 consultant contracts. Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month, Contracts' staff negotiated \$229,469 in budget savings, bringing the Fiscal Year total to \$1,486,302 in savings.

ATTACHMENT(S):

- 1. 070121 CFO Report



Office of the Chief Financial Officer

Monthly Status Report

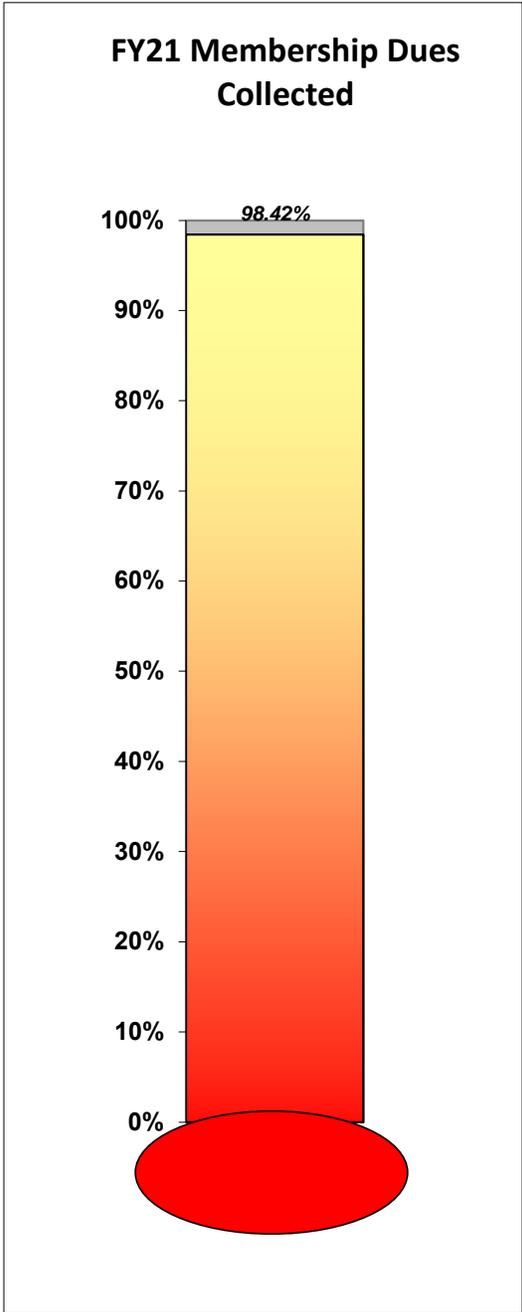
MAY 2021

OVERVIEW

As of June 14, 2021, 184 cities and 6 counties had paid their FY21 dues. This represents 98.42% of the dues assessment. Four cities have yet to pay their dues. Three cities are being recruited for membership.

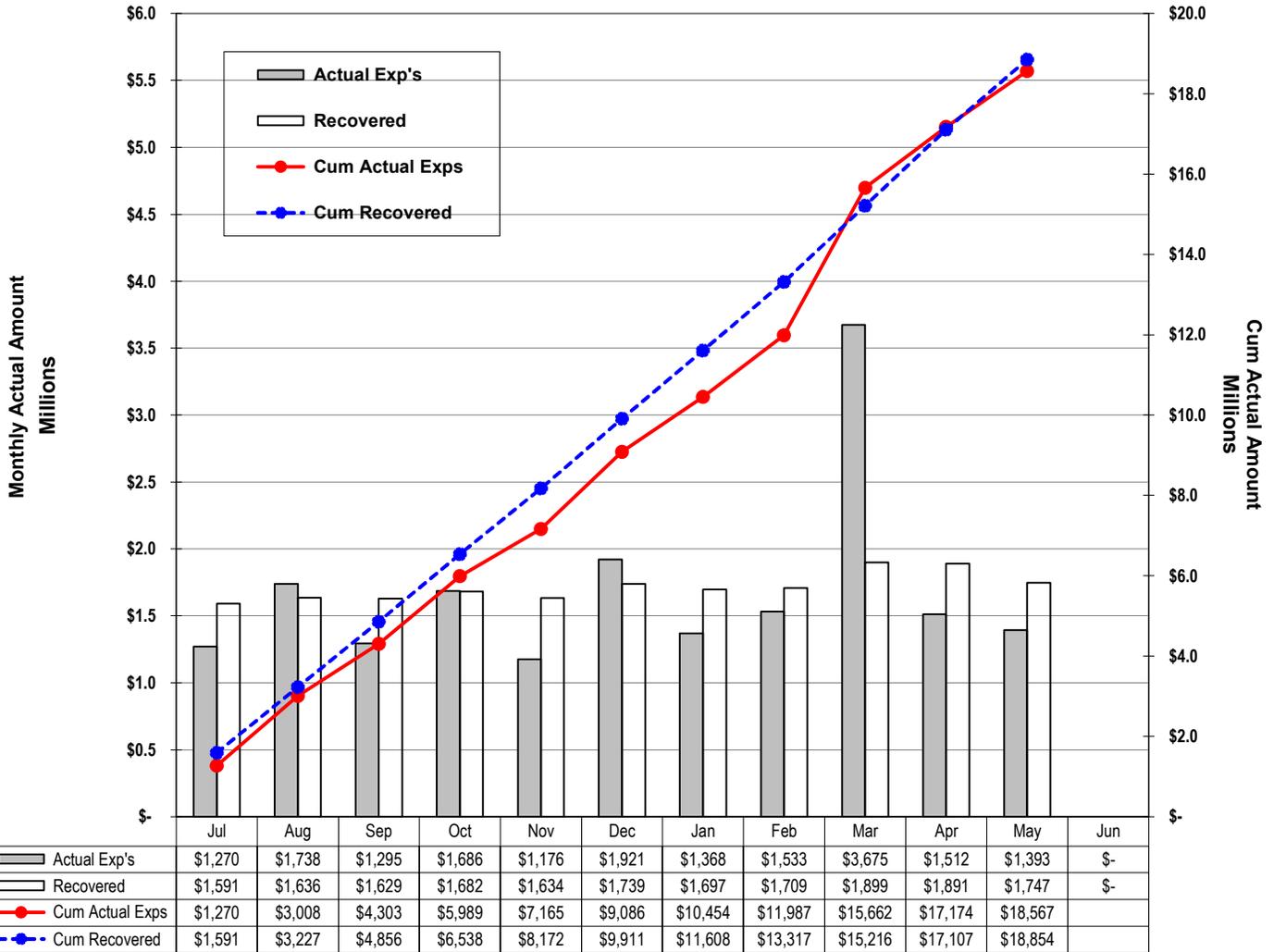
SUMMARY

FY21 Membership Dues	<u>\$ 2,172,468</u>
Waivers Exercised	<u>\$ (283,777)</u>
	<u>\$ 1,888,690</u>
 Total Collected	 <u>\$ 1,861,516</u>
 Percentage Collected	 <u>98.42%</u>





FY21 INDIRECT COST & RECOVERY



Attachment: 070121 CFO Report (CFO Monthly Report)

OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through May 2021, SCAG was over-recovered by \$286,656.32 due to unspent Indirect Cost budget. This is in line with the over-recovery built in to the FY21 IC rate.



Office of the CFO
Consolidated Balance Sheet

	4/30/2021	5/31/2021	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 7,938,805	\$ 6,405,540		
LA County Investment Pool	\$ 7,955,728	\$ 10,674,932		
Cash & Investments	\$ 15,894,533	\$ 17,080,473	\$ 1,185,940	Revenues of \$7.71M and Expenses of \$6.53M both on cash basis.
Accounts Receivable	\$ 12,824,620	\$ 11,289,970	\$ (1,534,650)	Payments of \$1.09M from SB1, \$581K from FHWA PL, \$265K from FTA5303, and \$103K from TDA offset by billables of \$226K to REAP, \$79K to ATP, and \$125K to miscellaneous grants,
Other Current Assets	\$ 3,491,140	\$ 3,018,629	\$ (472,511)	Net amortization of \$119K in prepaid expenses plus IC fund over-recovery of \$354K.
Fixed Assets - Net Book Value	\$ 5,433,945	\$ 5,433,945	\$ -	No change.
Total Assets	\$ 37,644,238	\$ 36,823,017	\$ (821,222)	
Accounts Payable	\$ (166,241)	\$ (243,099)	\$ (76,858)	Slight increase in accounts payables.
Employee-related Liabilities	\$ (378,716)	\$ (466,229)	\$ (87,513)	April had 5 unpaid working days while May had 6.
Deferred Revenue	\$ (12,094,882)	\$ (12,079,882)	\$ 15,000	Reclass of Los Alamitos ATP cash match funds.
Total Liabilities and Deferred Revenue	\$ (12,639,840)	\$ (12,789,211)	\$ (149,371)	
Fund Balance	\$ 25,004,398	\$ 24,033,806	\$ (970,592)	
WORKING CAPITAL				
	4/30/2021	5/31/2021	Incr (decr) to working capital	
Cash	\$ 15,894,533	\$ 17,080,473	\$ 1,185,940	
Accounts Receivable	\$ 12,824,620	\$ 11,289,970	\$ (1,534,650)	
Accounts Payable	\$ (166,241)	\$ (243,099)	\$ (76,858)	
Employee-related Liabilities	\$ (378,716)	\$ (466,229)	\$ (87,513)	
Working Capital	\$ 28,174,195	\$ 27,661,114	\$ (513,081)	

Attachment: 070121 CFO Report (CFO Monthly Report)



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through May 31, 2021

COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	237,765	237,765	129,202	-	108,563	54.3%
2	51001 Allocated Indirect Costs	311,548	311,548	158,337	-	153,211	50.8%
3	54300 SCAG Consultants	327,000	326,306	199,012	107,338	19,956	61.0%
4	54340 Legal costs	100,000	100,000	89,064	10,936	0	89.1%
5	55210 Software	76,400	76,400	12,502	-	63,898	16.4%
6	55441 Payroll, bank fees	15,000	15,000	8,844	6,156	(0)	59.0%
7	55600 SCAG Memberships	116,000	133,400	133,400	0	(0)	100.0%
8	55610 Professional Membership	11,500	11,500	5,940	957	4,603	51.7%
9	55620 Res mat/sub	2,000	2,000	1,005	-	995	50.3%
10	55860 Scholarships	36,000	44,000	44,000	-	0	100.0%
11	55910 RC/Committee Mtgs	15,000	15,000	-	-	15,000	0.0%
12	55912 RC Retreat	13,000	13,000	-	-	13,000	0.0%
13	55914 RC General Assembly	611,500	611,500	850	28,281	582,369	0.1%
14	55915 Demographic Workshop	28,000	28,000	-	-	28,000	0.0%
15	55916 Economic Summit	85,000	85,000	46,740	-	38,260	55.0%
16	55918 Housing Summit	20,000	20,000	-	-	20,000	0.0%
17	55920 Other Meeting Expense	86,500	61,794	3,210	19,510	39,074	5.2%
18	55xxx Miscellaneous other	67,260	67,260	18,808	846	47,607	28.0%
19	55940 Stipend - RC Meetings	195,000	195,000	213,630	-	(18,630)	109.6%
20	56100 Printing	10,000	10,000	-	-	10,000	0.0%
21	58100 Travel - outside SCAG region	77,500	77,500	-	-	77,500	0.0%
22	58101 Travel - local	47,500	47,500	339	-	47,161	0.7%
23	58110 Mileage - local	31,500	31,500	254	-	31,246	0.8%
24	58150 Travel Lodging	13,000	13,000	-	-	13,000	0.0%
25	58800 RC Sponsorships	150,000	150,000	53,213	3,501	93,286	35.5%
26	Total General Fund	2,683,973	2,683,973	1,118,351	177,524	1,388,098	41.7%
27							
28	Staff & Allocated Fringe Benefits	16,803,872	17,041,524	14,312,696	-	2,728,828	84.0%
29	51001 Allocated Indirect Costs	22,010,306	22,321,594	18,647,773	-	3,673,821	83.5%
30	54300 SCAG Consultants	30,910,906	33,929,495	8,658,438	15,670,088	9,600,969	25.5%
31	54302 Non-Profits/IHL	705,601	1,339,574	385,162	135,936	818,476	28.8%
32	54303 Consultants TC - FTA 5303	6,919,788	6,699,616	1,108,088	1,891,799	3,699,729	16.5%
33	54340 Legal Services - FTA 5303	50,000	257,271	257,271	(0)	0	100.0%
34	54360 Pass-through Payments	3,031,153	9,191,406	17,518	9,173,888	0	0.2%
35	55210 Software Support	250,000	266,700	160,528	5,124	101,048	60.2%
36	55250 Cloud Services	2,122,030	2,133,330	255,406	421,335	1,456,589	12.0%
37	5528x Third Party Contributions	5,569,260	5,672,559	3,778,513	-	1,894,046	66.6%
38	55310 F&F Principal	251,852	251,852	230,394	21,458	0	91.5%
39	55315 F&F Interest	19,237	19,237	17,963	1,274	0	93.4%
40	55320 AV Principal	141,160	141,160	129,102	12,058	0	91.5%
41	55325 AV Interest	4,567	4,567	4,258	309	0	93.2%
42	55415 Off Site Storage	-	9,600	4,692	-	4,908	48.9%
43	55xxx Office Expenses	-	159	159	-	0	100.0%
44	55520 Hardware Supp	5,000	5,000	2,460	-	2,540	49.2%
45	55580 Outreach/Advertisement	50,000	56,745	56,698	(0)	48	99.9%
46	55620 Resource Materials - subscrib	610,000	610,000	121,224	50,371	438,405	19.9%
47	55730 Capital Outlay	100,000	300,000	46,490	245,398	8,112	15.5%
48	55810 Public Notices	95,000	95,000	25,285	487	69,229	26.6%
49	55830 Conf. Registration	4,000	4,000	135	2,616	1,249	3.4%
50	55920 Other Meeting Expense	23,250	22,000	5,378	-	16,622	24.4%
51	55930 Miscellaneous	1,925,394	338,178	1,022	8,969	328,187	0.3%
52	55931 Misc Labor - TDA	-	1,293,382	48	168	1,293,166	0.0%
53	55932 Misc Labor, Future - TDA	-	441,842	-	-	441,842	0.0%
54	55950 Temp Help	-	200,000	160,885	39,114	0	80.4%
55	56100 Printing	17,000	17,000	436	-	16,564	2.6%
56	58xxx Travel	245,466	216,500	67	-	216,433	0.0%
57	58800 RC Sponsorships	-	5,000	5,000	-	0	100.0%
58	59090 Exp - Local Other	877,163	40,011,607	3,182	-	40,008,425	0.0%
59	61010 Transfers Out	-	657,184	657,184	-	(0)	100.0%
60	Total OWP & TDA Capital	92,742,005	143,553,082	49,053,456	27,680,390	66,819,237	34.2%
61							
62	Comprehensive Budget	95,425,978	146,237,055	50,171,807	27,857,913	68,207,335	34.3%

Attachment: 070121 CFO Report (CFO Monthly Report)



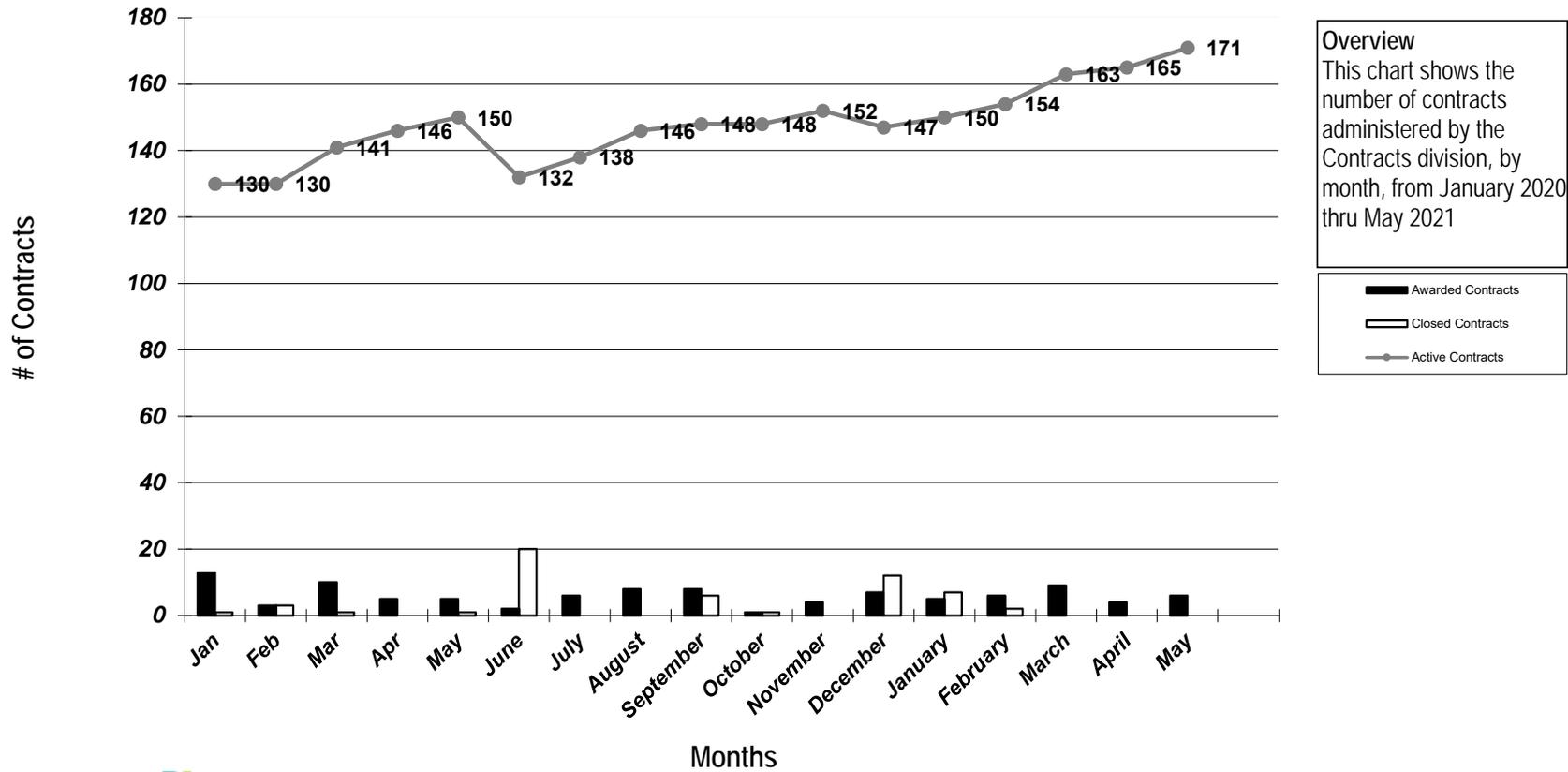
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through May 31, 2021

INDIRECT COST EXPENDITURES

		Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	6,964,795	6,305,429		659,366	90.5%
2	50013	1,000	376		624	37.6%
3	50014	87,678	109,912		(22,234)	125.4%
4	50030	80,000	18,260		61,740	22.8%
5	51xxx	5,573,893	4,618,579	-	955,314	82.9%
6	54300	400,996	224,971	176,026	(0)	56.1%
7	54301	1,184,308	823,893	360,415	0	69.6%
8	54340	212,733	212,733	(0)	(0)	100.0%
9	55210	1,333,100	840,176	43,229	449,695	63.0%
10	55220	2,622,200	1,940,056	155,374	526,770	74.0%
11	55240	21,500	8,668	12,832	(0)	40.3%
12	55270	1,243	1,243	-	0	100.0%
13	55315	8,078	7,545	533	0	93.4%
14	55325	14,111	13,157	954	0	93.2%
15	55400	2,209,272	2,209,272	0	(0)	100.0%
16	55410	260,000	113,683	44,539	101,778	43.7%
17	55415	5,000	3,569	1,431	(0)	71.4%
18	55420	100,000	50,204	21,304	28,492	50.2%
19	55430	1,690	1,690	-	1	100.0%
20	55435	100,000	-	100,000	0	0.0%
21	55440	332,747	332,747	-	0	100.0%
22	55441	15,000	10,092	4,908	(0)	67.3%
23	55445	5,000	632	2,859	1,509	12.6%
24	55460	64,000	3,535	-	60,465	5.5%
25	55510	78,800	14,480	64,319	0	18.4%
26	55520	4,000	38	-	3,962	1.0%
27	55530	195,000	160,779	33,372	849	82.5%
28	55540	5,000	24	4,976	(0)	0.5%
29	55550	6,522	6,521	0	0	100.0%
30	55600	92,200	42,691	-	49,509	46.3%
31	55610	1,500	-	-	1,500	0.0%
32	55611	1,350	629	-	721	46.6%
33	55620	57,100	37,956	4,731	14,414	66.5%
34	55630	95,000	4,869	-	90,131	5.1%
35	55700	185,000	108,984	-	76,016	58.9%
36	55720	75,000	55,970	-	19,030	74.6%
37	55800	25,000	18,902	6,098	(0)	75.6%
38	55801	45,000	27,183	2,317	15,500	60.4%
39	55810	2,500	-	-	2,500	0.0%
40	55820	30,000	13,500	5,000	11,500	45.0%
41	55830	20,000	457	-	19,543	2.3%
42	55840	65,000	55,701	-	9,299	85.7%
43	55920	2,500	1,000	-	1,500	40.0%
44	55950	157,847	157,847	(0)	(0)	100.0%
45	55xxx	71,856	-	-	71,856	0.0%
46	56100	23,000	8,384	2,000	12,616	36.5%
47	58100	-	-	-	0	0.0%
48	58101	13,300	625	-	12,675	4.7%
49	58110	23,500	63	-	23,437	0.3%
50	58120	3,000	-	-	3,000	0.0%
51	Total Indirect Cost	22,877,319	18,567,029	1,047,216	3,263,074	81.2%

Attachment: 070121 CFO Report (CFO Monthly Report)

SCAG Contracts (Year to Date)



Summary

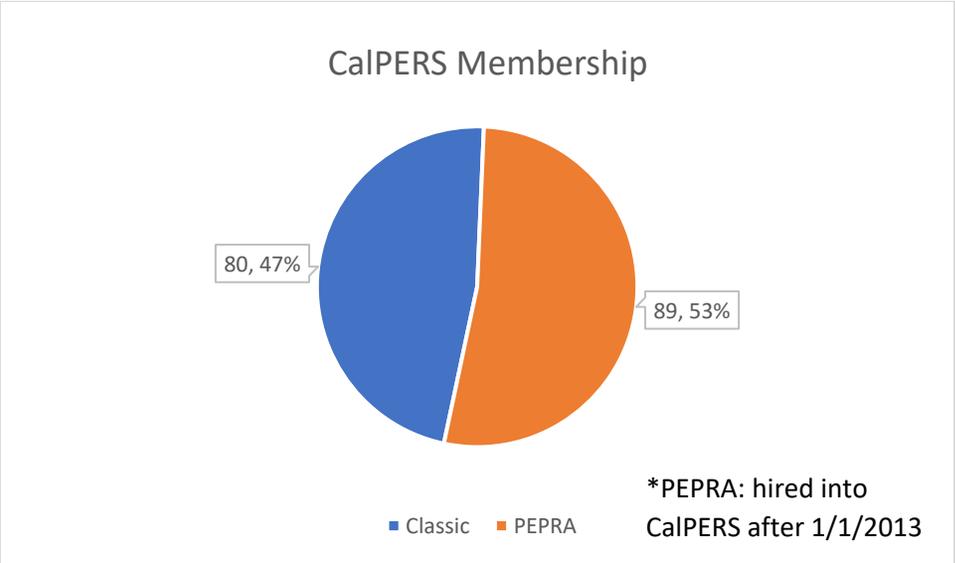
As illustrated on the chart, the Contracts Department is currently managing a total of 171 contracts. Forty-seven (47) are Cost Plus Fee contracts; eighty-five (85) are Lump Sum (formerly Fixed Price) contracts, and the remaining thirty-nine (39) are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

CFO Report

As of June 1, 2021

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Volunteers	Total
Executive Office	8	6	2	0	0	0	6
Human Resources	7	6	1	0	0	0	6
Legal Services	3	2	1	0	0	0	2
Finance	28	24	4	1	0	0	25
Information Technology	27	23	4	0	0	0	23
Policy & Public Affairs	21	19	2	0	0	0	19
Planning & Programs	92	89	3	2	1	6	98
Total	186	169	17	3	1	6	179



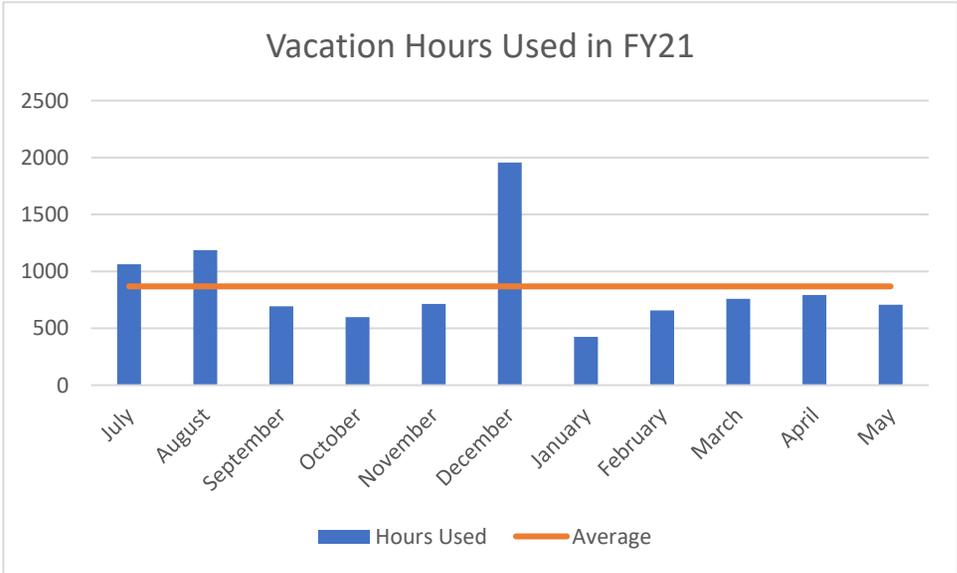
CFO Report

As of June 1, 2021

Vacation Update

Vacation Usage

	Hours Used	Cost
Total	9,549.69	\$ 624,458.62
Average	80.93	\$ 5292.02
# of Staff		118
% of Staff		70%



Vacation Cash Out Pilot Program Usage

	Hours Used	Cost
Total	1,140	\$ 80,603.20
Average	39.31	\$ 2,779.42
Lowest	20	\$ 1,352.40
Highest	40 (max)	\$ 5,568.40
# of Staff		29
% of Staff		17.26%

Attachment: 070121 CFO Report (CFO Monthly Report)



AGENDA ITEM 21
REPORT

Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Energy & Environment Committee (EEC)
Regional Council (RC)

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

Subject: SoCal Greenprint Background & Status Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC AND RC:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Following the adoption of Connect SoCal and certification of its related Program Environmental Impact Report (PEIR), initiatives have been underway to provide assistance to cities, counties and transportation agencies with regard to growth, transportation infrastructure, and resource conservation opportunities. SCAG has been developing the SoCal Greenprint, a required mitigation measure in the PEIR, to provide a practical, accessible resource to help stakeholders prioritize lands for growth and conservation based on the best available scientific data. The SoCal Greenprint will serve as a web-based tool that compiles more than 100 existing data sources into interactive maps that help stakeholders visualize how to better integrate nature into future growth and development. The Greenprint is not a “plan,” nor will it produce any new data; rather it will aggregate data from existing public sources to support local jurisdictions, transportation agencies, developers, non-profits and other stakeholders in advancing the policies adopted in Connect SoCal.

In February 2021, SCAG staff and The Nature Conservancy presented to both the EEC and CEHD detailing the project’s progress to date and identifying 2021 deliverables and milestones. A presentation was also provided at the Emerging Technology Committee in April 2021. SoCal Greenprint is on schedule for completion in late 2021.

BACKGROUND:

The SoCal Greenprint will be the first regional conservation-focused data tool for the six counties in the SCAG region that will convert more than 100 existing data sources into interactive maps,

making it easier to understand how to integrate nature into future planning and development. Examples of the interactive maps that will be available include locations of groundwater sources, wildlife corridors, areas at risk of experiencing wildfires, and places that will experience extreme temperatures. Each map will include a thorough explanation of what the data means and how the information can be used to integrate nature into project planning. Suggestions will be included on how to plan and mitigate for the impacts of climate change in support of Resolution # 21-628-1 adopted by the Regional Council on January 7, 2021.

The mapping tool was built with five user groups in mind who are shaping the future of the region: developers, planners, government agencies, community organizations and conservation professionals. One of the project goals is to make it simpler for intended users to easily access information about natural resources so that planning and mitigation measures can be identified early, saving project costs, expediting timelines, and making it possible to proactively address issues that can help avoid potential litigation.

SCAG has contracted with The Nature Conservancy (TNC) to assist in developing the Greenprint. The Nature Conservancy (TNC) has extensive experience and expertise in developing Greenprints in California that serve as easy-to-use resources to promote conservation. The tool is anticipated to go live in Fall 2021 and everyone will be able to access it for free.

The SoCal Greenprint is part of SCAG's efforts to provide cities, counties and transportation agencies with the information and tools needed to implement the vision outlined in Connect SoCal to advance the region's economic vitality, improve mobility options and grow in a sustainable way that builds healthy and vibrant communities. It is also intended to advance Connect SoCal's specified goal to "promote conservation of natural and agricultural lands and restoration of habitats." The SoCal Greenprint will be an important resource to identify environmental challenges and opportunities early in the planning process to help expedite and reduce risks to infrastructure project delivery and build healthy communities.

The planning process for the SoCal Greenprint was launched in 2019 and has included input from a diverse group of stakeholders in the fields of planning, land development, transportation, infrastructure, conservation, and community organization. The project's first year entailed extensive, targeted outreach to stakeholders to gain insight on the tool's potential key users, uses, main themes, and the most useful datasets to include. More than 60 organizations, representing every county in the SCAG region, have participated in the development process.

SCAG and TNC have also assembled an advisory Steering Committee to provide SCAG staff with ongoing guidance on the development of the tool. Steering Committee members attend monthly meetings with SCAG, TNC, and GreenInfo Network (GIN) to provide feedback and assist with outreach and identifying key contacts. Steering Committee participants have included

representatives from Audubon California, East Yard Communities for Environmental Justice, Friends of Harbors Beaches and Parks, Nature for All, Tataviam Land Conservancy, and UCLA Institute of the Environment and Sustainability, among others.

TNC and SCAG also assembled a Strategic Advisory Committee and a Science and Methods Advisory Committee that include experts and external stakeholders from the building industry, local governments, infrastructure and natural resource agencies, conservation organizations, community organizations, landowners, parks and open space districts, scientists, and academia. Committees were assembled to reflect the diversity of people, landscapes, and experiences within the SCAG region to help the tool be meaningful for key users. Committee participants are asked to contribute actively in meetings and provide feedback to SCAG and the TNC team at key inflection points throughout the data gathering, development, and refinement process. This includes:

- Connecting with regional stakeholders who should be engaged or might provide additional expertise;
- Providing input on themes and data outputs, and identifying sources of data;
- Providing feedback on data communication and interpretation; and
- Supporting developing case studies and participating in beta testing of the Greenprint tool.

An important element of the project entails interviews with key stakeholders, including members of the building and development community. “Rapid Assessment” sessions have been conducted with various organizations to identify their priorities and walk individual stakeholders through potential data outputs for inclusion in the Greenprint. These sessions have been held with representatives of the Building Industry Association of Southern California (BIASC), Los Angeles County Planning Department, Riverside Corona Resource Conservation District, Sierra Club, Clean Power Alliance, and San Bernardino County Transportation Authority (SBCTA). Additional invitations for Rapid Assessment sessions were extended to local jurisdictions, county transportation commissions, subregions, community-based organizations, and local conservancies.

With stakeholder input from these collective engagements, six themes were developed to organize the data:

1. Agriculture and Working Lands
2. Habitat and Biodiversity
3. Environmental Justice, Equity, and Inclusion
4. Built Environment
5. Climate Vulnerabilities and Resilience
6. Water Resources

Climate change, urban greening and equity will be represented in all themes.

Stakeholder outreach and data vetting will continue through 2021, and will focus on developing and testing the tool and preparing a launch campaign. The SoCal Greenprint is on schedule for completion in late 2021. Additional information on the project is available online at <https://scag.ca.gov/greenprint>.

Included as attachments to this report are recent correspondence regarding the SoCal Greenprint project:

1. Letter received by SCAG from the Building Industry of Southern California dated 5/12/21 (Attachment 2)
2. Letter sent by SCAG to the Building Industry of Southern California dated 5/25/21 (Attachment 3)
3. Letter received by SCAG from the Center for Biological Diversity and Abundant Housing LA dated 6/9/21 (Attachment 4)
4. Letter received by SCAG from a group of elected officials representing certain local jurisdictions in the region dated 6/18/21 (Attachment 5)

These letters are attached to this report for informational purposes. SCAG will continue to work with all stakeholders to address concerns and ensure the tool serves as a resource to advance the policies of Connect SoCal.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4862.01 and 290-4862.02.

ATTACHMENT(S):

1. PowerPoint Presentation - SoCal Greenprint
2. Building Industry of Southern California Correspondence
3. SCAG Correspondence to the Building Industry of Southern California
4. Center for Biological Diversity and Abundant Housing LA Correspondence
5. Elected Officials Correspondence

SoCal Greenprint

Background & Status Update

Sarah Jepson
Director of Planning, SCAG

Jason Greenspan, AICP
Manager of Sustainability, SCAG

www.scag.ca.gov

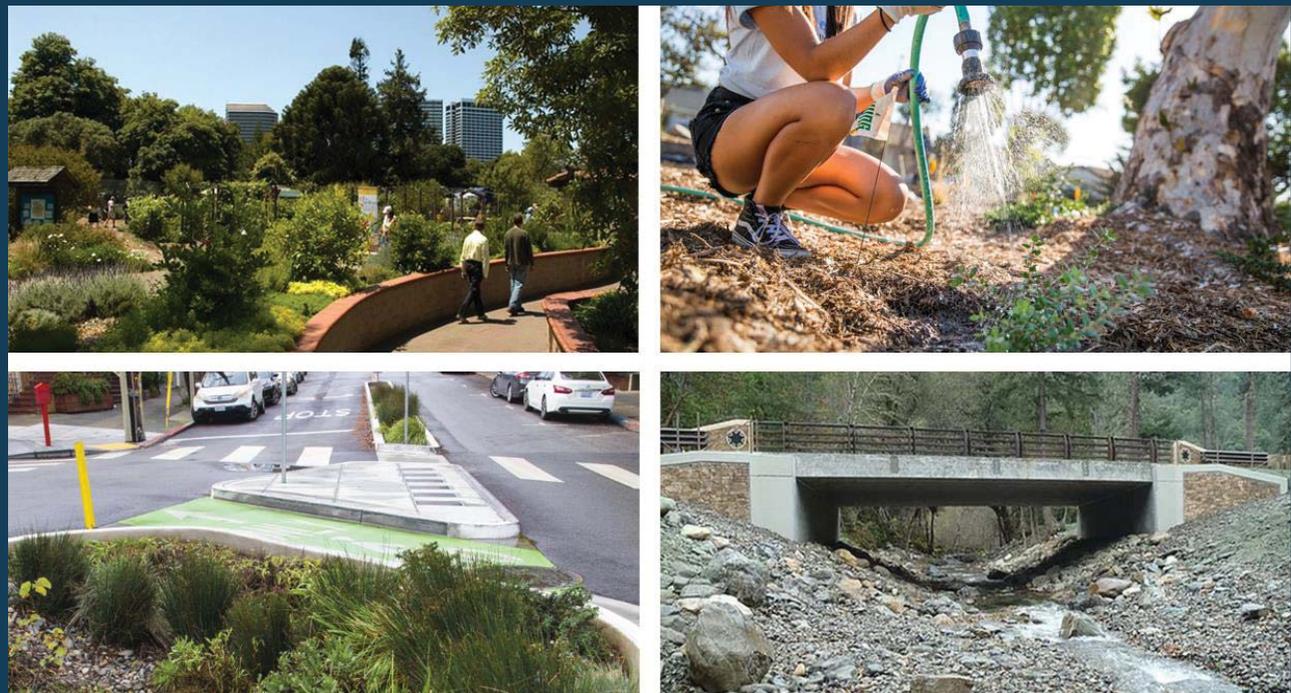


Integrating Nature into the Region's Future

- Healthy, sustainable communities are Connect SoCal goals
- Nature is essential to future growth and development
- Creates first conservation-focused data tool for SCAG's six counties
- Built for stakeholders shaping the region's future
- Converts existing data into interactive, user-friendly maps
- Balance growth while protecting biodiversity
- Resource for SCAG member agencies and stakeholders



Greenprints Plan with Nature



Attachment: PowerPoint Presentation - SoCal Greenprint - SoCal Greenprint Background & Status Update

Goal of the SoCal Greenprint

To protect, restore, and enhance natural lands, public greenspace, working lands, and water resources and the benefits they provide to people and nature throughout the SCAG region

Infrastructure Goals of the SoCal Greenprint



- Encourage early consideration of nature in project planning
- Reduce risks to projects
- Generate support for projects
- Support strategic mitigation investments
- Foster a sustainable region

Key Users of the SoCal Greenprint



Infrastructure Agencies



Conservation Practitioners



Community-Based Organizations



Developers



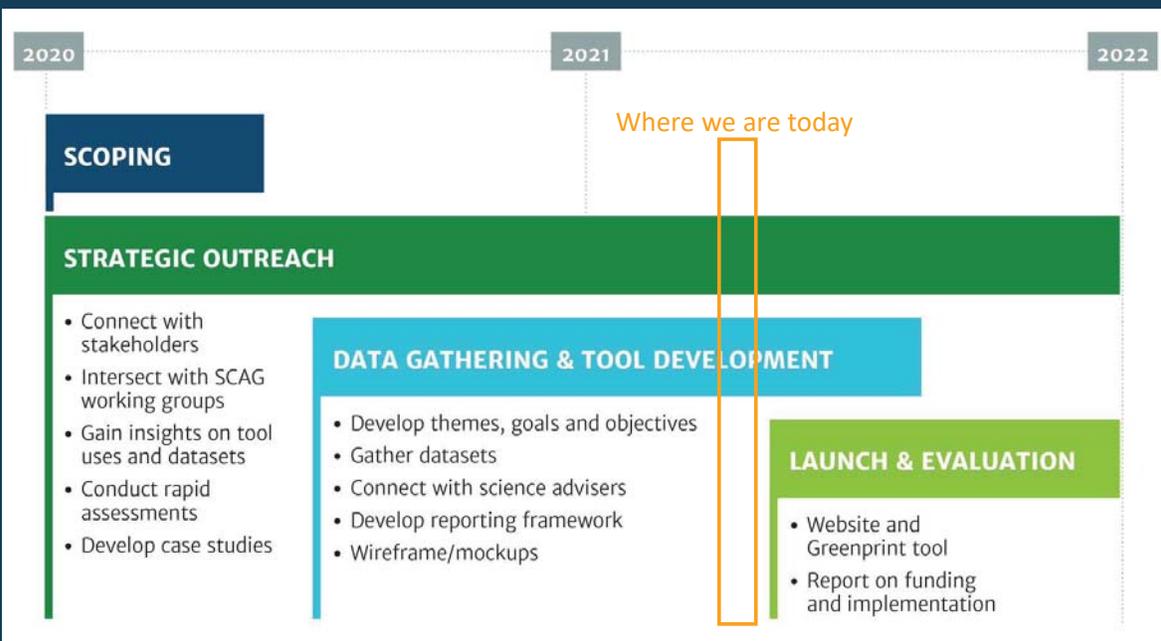
Planners
(Town, City, County, Tribal)

Outreach & Rapid Assessments

- Working Groups & Advisors
- Early case-study exercise
- Uses real project data
- Meet the needs of targeted user groups
- Gather feedback on:
 - information proposed to be in the Greenprint
 - how that information is analyzed and communicated

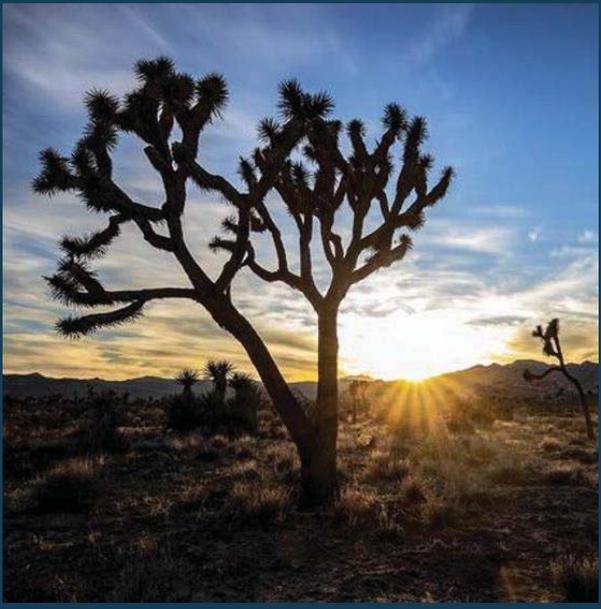


Milestones



Attachment: PowerPoint Presentation - SoCal Greenprint - SoCal Greenprint Background & Status Update

Outreach Activities - Overview



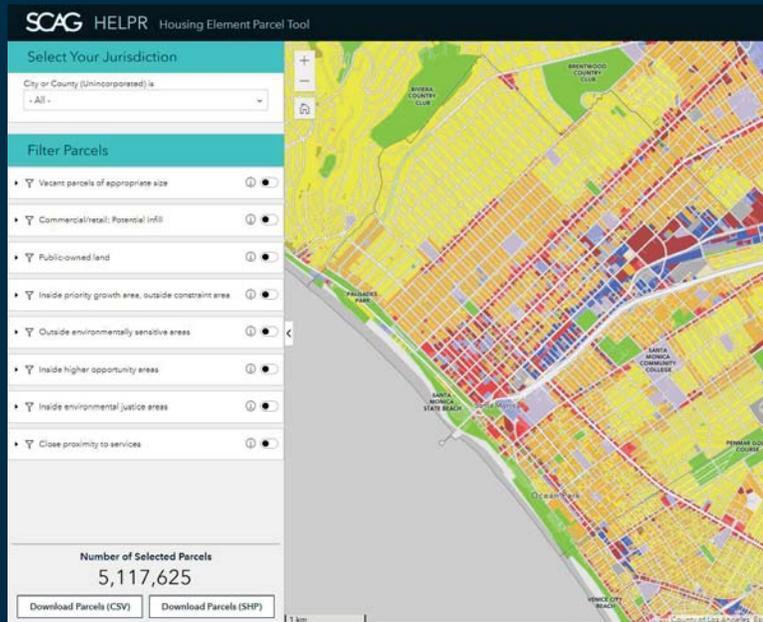
- Steering committee includes outside experts
- 60+ advisors/4 interactive workshops
 - Multiple sectors and diverse geographies
 - Public agencies and municipalities
 - Building and development community
- Ongoing conversations and small working groups
- 8 Rapid assessment interviews
- Developed 6 user profiles
- Pre-launch testing
- Case studies

Outreach Activities – Rapid Assessments

Organization Name	Organization Type	Housing-related?	County	Project Specifications	Greenprint Advisor?
Pacoima Beautiful	Community Based Organization	No	Los Angeles	Interest: Identifying opportunities to expand greenspace	No
Riverside Corona Resource Conservation District	Agriculture Governmental Agency	No	Western Riverside and San Bernardino	Interest: Highlighting the co-benefits of protecting agricultural lands.	Yes
Clean Power Alliance	Infrastructure Conservation Organization	No	Ventura	Interest: Understanding the impacts and resources on a proposed project site for renewable energy.	Yes
San Bernardino County Transportation Authority	Transportation Agency	No	San Bernardino	Interest: Identifying the impacts of a potential transportation corridor.	Yes
LA County Planning	Planning Agency	Yes	Los Angeles	Interest: Identifying the environmental resources on a site proposed for housing development.	Yes
Building Industry Association of Southern California	Developer Organization	Yes	Los Angeles	Interest: Understanding the potential opportunities and benefits of a proposed housing development.	Yes
Sierra Club – Santa Clarita Chapter	Conservation Organization	Yes	Los Angeles	Interest: Understanding the environmental impacts of a proposed housing development.	No
Placeworks	Planning Consultant	Yes	San Bernardino	Interest: Understanding how the Greenprint can be used to inform General Plan updates.	No

Attachment: PowerPoint Presentation - SoCal Greenprint (SoCal Greenprint Background & Status Update)

Technical Contributions



- SoCal Greenprint Data contributed to the HELPR tool
- Data flow between SoCal Greenprint and other SCAG tools
- Data in the SoCal Greenprint utilizes publicly available resources

SoCal Greenprint Data Review Process

- 1. Compilation:** TNC Science team compiled lists of publicly-available data and developed metrics for each theme; used in rapid assessments.
- 2. External Review:** Advisors with expertise for each theme reviewed data, outputs, and provided feedback + rapid assessment interviews with representative projects.
- 3. Internal Review:** TNC Science team is reviewing recommendations and SCAG staff will make final decisions about data inclusion.

Data Inventory – Agriculture Example



GIS Data Name	Source Name	Data Layers Used	Metric Type
Farmland Mapping and Monitoring Program 2016	California Department of Conservation	2016 Prime Farmland; 2016 Important Farmland; 2016 Farmland of Statewide Importance; 2016 Farmland of Local Importance; Grazing Land	Tabular: Acres in project area/region
Farmland Mapping and Monitoring Program 1984	California Department of Conservation	1984 Prime Farmland	Descriptive/Graphic: Change in area of prime farmland between 1984 and 2016 (historic trend)
Soil Agricultural Groundwater Banking Index (SAGBI)	California Soil Resource Lab at UC Davis and UC-ANR	Groundwater recharge	Tabular: Acres of soils suitable for groundwater recharge in the project area/region
Crop production	USDA	Agricultural production by CWHR 13 Agriculture Types	Descriptive: Dollar value of crops grown in the project area/region
Projected Change in Climate Water Deficit	USGS-BCM (Flint and Flint)	Climate water deficit	Descriptive: Additional water needed for irrigation under climate change (cross-cutting metric)
CA Storie Index	USDA - Soil Survey Geographic Database	Soil rating	Tabular: Acres of project area with high Storie Index score in project area/region – indicator of soil health
Class 1 and 2 lands that are of high value for food production.	USDA - Soil Survey Geographic Database	Irrigation capability of soil	Tabular: Acres in project area/region
Williamson Act properties	County by county data		Protection metric: Number of properties in the project area or region enrolled in the Williamson Act
Farmland Under Threat	American Farmland Trust		Descriptive: Information about the types of threats to farmland and action-oriented metric about the importance of conserving agricultural lands

San Bernardino County Transportation Authority

Length: 49.3 miles

Area (quarter-mi buffer): 15,898 acres

Area (half-mi buffer): 32,038 acres

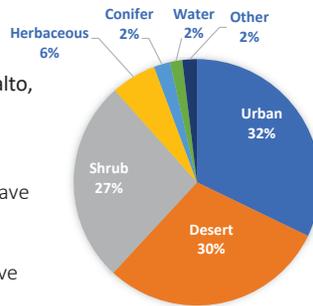
Cities: Apple Valley, Fontana, Hesperia, Rancho Cucamonga, Rialto, San Bernardino, Victorville, Unincorporated

Counties: San Bernardino

Watersheds: Lytle Creek, Chino Creek, Bell Mountain Wash-Mojave River, Middle Santa Ana River

Air Basin: Mojave Desert Air Basin, South Coast Air Basin

Air Districts: South Coast Air Quality Management District, Mojave Desert Air Quality Management District



Rare Species and Habitats

- USFWS Critical Habitat for 3 threatened & endangered species: Arroyo toad, San Bernardino Merriam's kangaroo rat, Southwestern willow flycatcher
- Locations of 14 rare species within 0.5 miles of your project site (CNDDDB): arroyo toad, California glossy snake, Parry's spineflower, San Bernardino kangaroo rat, slender-horned spineflower, southwestern willow flycatcher, desert tortoise,

Transportation & Built Environment

Roads

- 1,679 roads are within 0.5 miles of your project area (484 miles).
- 39 highway is within 0.5 miles of your project area (61 miles).

Public Transit

- 2 miles of public transit (Metrolink) within a half mile of your project area.

Transit Priorities

- <1% of your project area is in a transit priority area.
- <1% of your project area is in a high-quality transit area.

Average Vehicle Miles Traveled

- 48.2 average weekday household vehicle-miles traveled
- 68.9 average weekday household person-miles traveled



Attachment: PowerPoint Presentation - SoCal Greenprint Background & Status Update

Questions & Discussion

www.scag.ca.gov





Building Industry Association of Southern California, Inc.

May 12, 2021

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

Dear Executive Director Ajise,

On behalf of the Building Industry Association of Southern California (BIASC), thank you for the time you and your staff took to meet with us on March 4, 2021. The ability to share our ongoing concerns in a direct manner represents an important step towards achieving a shared understanding on the SoCal Greenprint, and continuing to work collaboratively on achieving the housing needs of the region’s residents.

Our meeting was productive, but we do need to follow-up on several pending issues:

First was the comment expressing that completion of the SoCal Greenprint is a requirement of Connect SoCal 2020. We have reviewed Connect SoCal (Plan, Appendices, and Program EIR), and have not found any requirement for the completion of the SoCal Greenprint, as drafted, which includes all developed and undeveloped lands in the region. Nor do we see any requirement that this be prepared by an environmental/conservation advocacy organization based on development constraints and other values selected by that organization. Attachment A to this letter includes all references to “Greenprint” in Connect SoCal and the PEIR (inclusive of appendices to both documents).

Next, we would like to continue the conversation about: (a) course correction actions to pause current work on Greenprint, (b) using that pause to reach out to stakeholders (especially cities and counties, and builder/developers, who are collectively striving to reach RHNA housing production planning and production targets) to better understand potential mitigation needs for these activities and for SB 1 transportation projects, and (c) retool the scope of Greenprint to avoid lands planned or approved for development and focus on the priority mitigation opportunities available for housing and transportation projects.

To get this started, we suggest a meeting of our respective legal teams to draft language that will adequately reflect the items outlined above. Again, we appreciate the opportunity to work with you on the SoCal Greenprint and look forward to a collaborative effort to support infrastructure and future attainable housing in Southern California. Please reach out to Adam Wood at awood@bildfoundation.org to schedule a time for our respective legal teams to draft the appropriate and mutually agreed upon solutions that strengthen the SoCal Greenprint for all of Southern California.

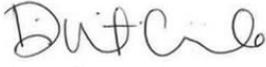
Sincerely,


Dave Bartlett, Brookfield Residential
President, Building Industry Association
of Southern California


Jeff Montejano
Chief Executive Officer
Building Industry Assoc. of Southern California



Attachment: Building Industry of Southern California Correspondence (SoCal Greenprint Background & Status Update)



Diana Coronado
BIA LA/Ventura Vice President



Los Angeles/Ventura Chapter



Carlos Rodriguez
BIA Baldy View Executive Officer



BALDY VIEW CHAPTER



Lou Monville
BIA Riverside Interim Executive Officer



Riverside County Chapter



Steve LaMotte
BIA Orange County Executive Officer



Attachment

2020 Connect SoCal Plan and Program EIR References to “Greenprint”

The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments - Connect SoCal – Adopted on September 3, 2020 (link [here](#))

- There are no references to the term "Greenprint" in either the Connect SoCal Plan or in any Appendix to the Plan. Greenprint is not a requirement of the Plan.

September 3, 2020 Staff Report on Connect SoCal (link [here](#))

- Page 5 of the Staff Report, addressing “Regional Resilience,” includes one reference to Greenprint as a “strategic web-based conservation tool.” The Staff Report does not identify Greenprint as a requirement of the Plan.
 - The challenges our region will face in meeting ambitious near- and long-term regional goals are increasingly difficult to predict, as the COVID-19 pandemic has proven. As part of plan implementation and to prepare for future plan updates, Connect SoCal called for the creation of a Regional Resilience Framework. The framework will include a collaborative exploratory scenario planning process to explore pressing issues and potential disruptions to Southern California, such as pandemics, earthquakes, extreme weather, and economic shocks. SCAG’s ongoing Climate Adaptation Framework project will identify pathways for developing future regional and local plans, and investments that support resilience given our region’s heightened vulnerability to extreme heat, wildfires, drought and rising sea levels. SCAG is also developing a “**SoCal Greenprint**” that will be designed to serve **as a strategic web-based conservation tool** to provide the best available scientific data and visualizations to help stakeholders make better-informed land use and transportation infrastructure decisions that recognize the multiple benefits of conserving natural and working lands. These planning resources will inform SCAG’s programs as well as serve as a resource for local jurisdictions and transportation agencies as they pursue activities to implement the growth vision and transportation strategies in Connect SoCal.

Certified Final Connect SoCal PEIR (link [here](#))

Like the Staff Report, the Biological Resources subsection of the PEIR includes references to “Greenprint” as a “tool” to help “develop a regional conservation strategy” to identify “potential priority conservation areas.” None of these Biological Resources section references mandate creation of a “Greenprint” on areas already approved or planned for development by SCAG’s local government and transportation agency members, or other stakeholders.

- Page 34 – Executive Summary – Biological Resources:
 - SMM BIO-2: SCAG shall continue to develop a **regional conservation strategy** in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint to help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and natural lands to be preserved, including natural habitat corridors.** SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat.
- Page 426 – 3.4.3.3 Impacts and Mitigation Measures (narrative text discussion)
 - Regional land use and transportation strategies set forth in the Plan focus new growth in HQTAs, existing suburban town centers, and more walkable, mixed-use communities. The Plan recognizes that as population continues to grow, there is increasing pressure on natural lands. One of the goals of the Plan (See Chapter 2.0, Project Description) is to promote conservation of natural and agricultural lands and restoration of critical habitats. The land use mix for the Plan assumes that 60 percent of new housing and 73 percent of new jobs will be in Growth Priority Areas and therefore would be directed away from sensitive habitat. The Plan also aims to preserve, enhance, and restore regional wildlife connectivity through strategies that encourage compact urban development. SCAG’s Sustainable Communities Program supports planning in local jurisdiction to advance the regional growth vision. **In addition, SCAG new regional data tools, like the Regional Data Platform and Greenprint, would help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and lands with sensitive natural resources to be preserved.**
- Page 433 – SMM BIO-2: Mitigation measure for substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. (Note that the same text appears on p. 1991 (Section 10.0 Corrections and Additions), on p. 15 of the Certified Final Connect SoCal PEIR Resolution: Exhibit A – Mitigation Monitoring and Reporting Program (link [here](#)), and p. 59 of the Certified Final Connect SoCal PEIR Resolution: Exhibit B – Findings of Fact (link [here](#)). None of these require the Greenprint to be created, completed, or applied to lands planned or approved for development and transportation activities by SCAG’s member local governments and transportation agencies.
 - SCAG shall continue to develop a **regional conservation strategy** in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint to help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and natural lands to be preserved, including natural habitat corridors.** SCAG will also collaborate with

stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat.

- Page 449 - Impact BIO-4
 - One of the goals of the Plan is to **preserve, enhance, and restore regional wildlife connectivity** through strategies that encourage compact urban development. **SCAG is also developing a Regional Greenprint, a strategic web-based conservation tool to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and to conserve natural and farmlands, which has a focus on maintaining habitat connectivity.** In addition, the Plan's natural lands strategies will improve natural corridor connectivity by encouraging and facilitating research, programs and policies that identify, protect and restore natural habitat corridors, especially where corridors cross county boundaries.
- Page 1936 – Mention of Greenprint in Letter from Friends of Harbors, Beaches and Parks (does not mandate creation of Greenprint)



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

May 25, 2021

Building Industry Association of Southern California (BIASC)
24 Executive Park, Suite 100
Irvine, CA 92614

RE: SCAG Response to May 12 Letter on SoCal Greenprint

Dear Ms. Coronado and Messrs. Bartlett, Montejano, Rodriguez, Monville and Mr. LaMotte:

Thank you for meeting with us on May 4 and participating in dialogue about the SoCal Greenprint. We agree that continued engagement with stakeholders, such as BIASC, is essential in developing the SoCal Greenprint. Listening to stakeholder concerns is a necessary component of addressing the region’s housing and transportation needs.

We are in receipt of your May 12, 2021 letter and appreciate the issues you raised. Accordingly, we would like to address some of your concerns and clarify elements of the Greenprint tool in light of our prior conversations and in the spirit of continuing our dialogue.

First, it is important to emphasize that when SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), it included a “Core Vision” for the entirety of the SCAG region. This vision centers on maintaining and better managing our transportation network for moving people and goods, while also expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision can be realized by focusing on achieving Connect SoCal’s ten goals, which center on our economy, mobility, environment, and healthy/complete communities. One of the ten explicit goals is to “promote conservation of natural and agricultural lands and restoration of habitats.” Additionally, Connect SoCal includes specific strategies intended to support implementing the regional Sustainable Communities Strategy (SCS). These strategies include promoting more resource efficient development focused on conservation, recycling, and reclamation; preserving, enhancing, and restoring regional wildlife connectivity; and reducing consumption of resource areas, including agricultural land. Further, the Greenprint platform approach is described as a “Next Step” to developing a regional

REGIONAL COUNCIL OFFICERS

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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

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

Attachment: SCAG Correspondence to the Building Industry of Southern California (SoCal Greenprint Background & Status Update)

conservation strategy on page 22 of the Connect SoCal Natural & Farm Lands Conservation Technical Report.¹

The timely development, completion, and use of a “Greenprint” is also a required mitigation measure in Connect SoCal’s Programmatic Environmental Impact Report (PEIR). We would like to draw your attention to SCAG Mitigation Measure Agricultural Resources G-2(SMM AG-2) on page 4.0-2, which was not included among the mitigation measures listed in your correspondence. SMM AG-2 expressly requires development of a Greenprint and this measure, in its entirety, states:

“SCAG **shall develop** a Regional Greenprint, which is a strategic web-based 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 and conserve natural and farmlands. SCAG **shall use** the Greenprint to identify priority conservation areas and work with CTCs to develop advanced mitigation programs or include them in future transportation measures by (1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advance mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.” (Emphasis supplied.)

We understand there may be concerns about the inclusion or labeling of Connect SoCal growth scenario “constraints” data layers in the Greenprint tool. To clarify and hopefully alleviate this concern, let me be clear that neither the Connect SoCal consolidated Absolute or Variable Constraints layers will be included in the tool, nor will the Connect SoCal Growth Forecast be included. SCAG will draw data for the SoCal Greenprint from existing information developed and shared through local, regional, state, federal, and other open data sources. As a result, such data compilation in the SoCal Greenprint is not intended to constitute "significant new information" as defined by CEQA. Per your suggestion to account for lands approved for development, SCAG is considering including a data layer from the Connect SoCal Entitlements Database, which reflects feedback from jurisdictions as recently as 2020. This is a data element that SCAG anticipates updating on a regular basis leading up to the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and we could use your feedback on the potential inclusion of this information in the Greenprint tool.

SCAG appreciates your ongoing engagement in the development of the Greenprint tool. We want to ensure this tool is useful to the region and our stakeholders, including all of those within the building industry. Therefore, we welcome your continued participation in dialogue and encourage you to attend upcoming stakeholder engagement activities, such as the 4th Advisory Committee meeting to be held in late June. Moreover, thank you for the time spent on this project since the fall of 2019, when representatives from your organization made themselves available for a series of interviews, participated in two quarterly Advisory Committee meetings for the project (held in

¹ For clarification, the Natural & Farm Lands Conservation Technical Report is the background and guiding document for Connect SoCal’s conservation strategies and is analogous to the appendices that were included in the 2016 RTP/SCS. It is an integrated component of the Connect SoCal plan.

December and March), and engaged in a “rapid assessment” exercise to review options for data configurations and themes for the project. We look forward to continuing our discussions on the Greenprint and hope that the items we have described above will facilitate further collaboration. As we continue to refine the tool and consider potential user interface elements with diverse stakeholders, it would be worthwhile for us to meet again to provide you an update and seek further input. SCAG staff will be in touch with you in the near future to arrange a mutually convenient time to engage in a technical discussion.

Sincerely,



Kome Ajise
Executive Director, SCAG



June 9, 2021

Sent via Email

Southern California Association of Governments Regional Council
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
rey@scag.ca.gov

RE: Building Industry Association of Southern California’s March 15th Letter to Mr. Kome Ajise

Dear Regional Council,

The Center for Biological Diversity (“Center”) in coalition with Abundant Housing Los Angeles are writing in response to the Building Industry Association of Southern California Inc. (“BIASC”)’s comments on the SoCal Greenprint project articulated in the March 15th letter to SCAG’s Executive Director, Kome Ajise. Contrary to BIASC’s opinion, SoCal Greenprint as an essential tool for sustainable land-use planning and a critical component of government transparency.

To preserve our native species and protect community health, the region needs a strategic conservation mapping tool that highlights the benefits of natural lands, waters, and agricultural lands, including access to parks and trails, habitat protection and connectivity, clean water, clean air, food production, and increased resilience to climate change.

The SoCal Greenprint tool will help planners, conservation practitioners, developers, infrastructure agencies, and other stakeholders integrate the protection of habitat and open space into land use and infrastructure plans and *avoid potential litigation* by identifying and assessing environmental issues early in the planning process. This will streamline site selection for more infill affordable housing and prevent additional sprawl development that destroys habitat, increases community risk of wildfire, escalates regional air pollution and pulls taxpayer dollars away from current communities.

Below we address the misguided and unfounded claims of BIASC.

I. Protecting open space is an essential component of transportation planning and thus SB1 funds can and should be used to fund the SoCal Greenprint database.

Transportation planning is the backbone to regional planning and thus it must take into account the long-term sustainability of a region. Climate mitigation, access to open space, and biodiversity preservation are all critical components of urban planning and must be accounted for in the

transportation planning process. BIASC’s assertion that the protection of open space does not fall under the purview of transportation planning appears to be based on the assumption that regional planning should be conducted in siloed manner without consideration for impacts on open space and biodiversity. This position is inconsistent with expert opinion and general practice, as SCAG’s very purpose is to provide an intersectional lens across all areas of regional planning to ensure decisions meet multiple topical goals.

Specifically, transportation planning needs to account for very high fire hazard risk, to address the region’s stated commitments to addressing the climate crises, protecting habitat and safeguarding human health. Any new development in a very high fire hazard severity zone has the potential to cause a significant impact, as described in the numerous scientific studies referenced in the Center for Biological Diversity’s recent report, “Built to Burn: California’s Wildlands Developments Are Playing with Fire” (the “Wildfire Report”).¹ In addition, as the Wildfire Report notes, even homes built to current standards still are not fireproof, and thus it is imperative that regional planners use the state determined wildfire hazard zones to determine where new development, including transportation, can and cannot be built.

In addition, protecting access to open space is an essential component of community health and wellbeing and thus, should be a factor in determining transportation infrastructure. Ensuring the protection of open space is equally important for people. Open space has been vital to many communities during the pandemic and provided essential community spaces for safe socially distanced gatherings. This reaffirms the need for continued preservation and increased access to ensure all community members experience the physical and mental health benefits of nature. Native landscapes help us regulate our climate, purify our air and water, pollinate our crops and create healthy soil (Lawler et al., 2014). In addition to the direct benefits from access, preservation of our native habitats and the species that rely on them is critical to our long-term health and wellbeing (Martin et al., 2020).

Finally, protecting wildlife connectivity in the region is essential to preserving native biodiversity, mitigating against the climate crisis and prioritizing human health. It is widely recognized that the continuing fragmentation of habitat by humans threatens biodiversity and diminishes our (humans, plants, and animals) ability to adapt to climate change. In a report for the International Union for Conservation of Nature (IUCN), world-renown scientists from around the world stated that “[s]cience overwhelmingly shows that interconnected protected areas and other areas for biological diversity conservation are much more effective than disconnected areas in human-dominated systems, especially in the face of climate change” and “[i]t is imperative that the world moves toward a coherent global approach for ecological connectivity conservation, and begins to measure and monitor the effectiveness of efforts to protect connectivity and thereby achieve functional ecological networks” (Hilty et al., 2020).

II. The public has a right to data that will help them make informed decisions about land use planning.

The California Environmental Quality Act (CEQA) is our state’s landmark environmental law, and its fundamental goal is to foster informed decision making in matters that may effect the

¹ Center for Biological Diversity, “Built to Burn: California’s Wildlands Developments Are Playing With Fire” (Feb. 2021), available at <https://www.biologicaldiversity.org/programs/urban/pdfs/Built-to-Burn-California-Wildfire-Report-Center-Biological-Diversity.pdf>.

environment.² BIASC asserts that “these Greenprint assessments can be elevated into “significant new information” to empower project opponents to file still more CEQA litigation.” BIASC is essentially asserting that a full and transparent picture of the impacts of the project is an undesirable outcome. BIASC’s position should be recognized for what it is: an attempt to subvert state law and longstanding precedents requiring the public and decision-makers to be fully apprised of a project’s potential impacts on the environment. CEQA was enacted to ensure community health and wellbeing are prioritized throughout the land use planning process. To fight against the dissemination of environmental health information to the communities impacted promotes a culture of environmental injustice in the name of private development profit.

In addition, the creation of publicly funded databases that are accessible to the general public is not new. CalEnviroScreen is a great example of public agencies providing data to communities to help inform policy decisions. The SoCal Greenprint is just another database that can help decision makers as well as community members in the drafting of land use policies that best promote a region’s goals. How local governments, advocates and community members utilize this tool to achieve specific targets is entirely discretionary. In short, the public and decision makers should not be deprived of this data simply because the BIASC is concerned it could result in decisions that do not necessarily support BIASC’s desires.

III. CEQA helps ensure projects consider environmental factors.

While BIASC argues that more publicly available information on environmental factors could lead to more CEQA lawsuits and “this could, unintentionally, further exacerbate the housing crisis in Southern California,” multiple studies, including by the California State Senate Environmental Quality Committee, BAE Urban Economics, and the California Department of Justice, have concluded that CEQA is not a key impediment to development. To the contrary, CEQA promotes smart, sustainable development by ensuring that new market-rate and affordable housing are safe and healthy, acting as a key tool for decision-makers and community members to ensure new projects incorporate all feasible measures to reduce their contribution to climate change, and provide an orderly process for addressing conflicts about proposed developments.

We support the speedy construction of homes near mass transit and jobs, affordable to people at all income levels, without displacing existing renters or segregating our population. To effectively address the housing crisis, we need planning tools, like SoCal Greenprint, that help regional decision makers select the areas that are best for development, while protecting our natural and open space to ensure we do not exacerbate the climate crisis when solving our affordable housing crisis.

In addition to the environmental benefits of infill development, people should not have to leave their own communities to find affordable housing. Sprawl development pulls resources away from existing communities and forces lower income people to commute long distances to their jobs and schools. We must address historic inequities to ensure that all neighborhoods have sufficient public and private investment and that requires investing in existing communities by building up not out.

IV. Conclusion

SoCal Greenprint sets a framework for these important discussions and ensures that policy makers have all the data they need to make informed land-use planning decisions. The Center and

² *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 402

Abundant Housing LA, support continued investment in this tool to ensure our region builds a sustainable and equitable future together.

Thank you for your consideration of these comments.

Sincerely,

Elizabeth Reid-Wainscoat
Campaigner
Center for Biological Diversity

Leonora Camner
Executive Director
Abundant Housing LA

CC:

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References

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June 18, 2021

Hon. Clint Lorimore
President
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

RE: Need for a Special Hearing on the SoCal Greenprint

Dear President Lorimore:

As a local elected official and SCAG representative, the undersigned do hereby join the April 1, 2021 request of San Bernardino Supervisor Curt Hagman for a Special Hearing on the SoCal Greenprint, made and acknowledged by SCAG Staff at the Regional Council Meeting on that date.

Although discussions on the SoCal Greenprint are continuing, we understand little to no progress has been achieved in addressing the concerns raised by not only the Building Industry Association of Southern California, but also by a broad coalition of the business interests that empower the economic vitality of our region. Proceeding with a program that has engendered such a diverse engagement would be inappropriate without further information for our elected leadership.

Therefore, we respectfully request that the SoCal Greenprint, originally approved as a consent calendar item with no debate, be brought back to the Regional Council for reconsideration. Further, in an effort to increase transparency and accountability, we request the SoCal Greenprint developmental process be paused until a hearing on this matter can be held. If this program has potentially deleterious impacts on housing and infrastructure, and in light of the Regional Housing Needs Assessment demands recently placed on communities, we cannot in good faith continue to see it proceed without additional clarifications.

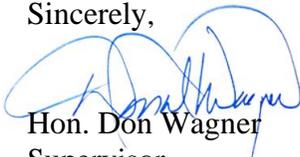
With this understanding, we request that you, as President of SCAG, call a Special Regional Council Meeting on the SoCal Greenprint to ensure this process is being conducted in a transparent, equitable and appropriate manner. We, the undersigned, are seeking specific clarification on the following issues:

1. Address the use of SB 1 Funds for the creation of an online conservation tool. SB 1 was approved to “rebuild California by fixing neighborhood streets, freeways and bridges in communities across California” and to target “funds toward transit and congested trade and commute corridor improvements.” How does a no-bid contract to the Nature Conservancy comply with these provisions?

2. Address and resolve the identified ways in which the current SoCal Greenprint will create “significant new information” enabling an incredible new scope of CEQA challenges to be filed against municipally approved Housing Elements and projects.
3. Identify the “development constraints” this SCAG document will endorse and secure relevant stakeholder input followed by Regional Council approval of limitations that will curtail locally approved projects.

Unless all concerns with the current iteration are brought to light, there is significant risk that the Regional Council of SCAG could unwittingly contribute to local-control usurpation and an inadvertent increase on the burden of meeting regional housing need requirements. As these are concerns of paramount interest to many of the leaders across the Southern California Region, we appreciate your attention on this matter and hope that you will heed our call for a special hearing.

Sincerely,



Hon. Don Wagner
Supervisor
County of Orange



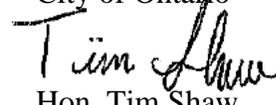
Hon. Curt Hagman
Chair, Board of Supervisors
County of San Bernardino

Larry McCallon
Hon. Larry McCallon
Mayor Pro Tem
City of Highland

Alan Wapner
Hon. Alan Wapner
Mayor Pro Tem
City of Ontario



Hon. Fred Minagar
Mayor
City of Laguna Niguel



Hon. Tim Shaw
Councilmember
City of La Habra

Brian Johsz
Hon. Brian Johsz
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City of Chino Hills

Dennis Michael
Hon. Dennis Michael
Mayor
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City of Victorville



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City of Simi Valley

Trevor O'Neil
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City of Anaheim



Hon. Diane Brooks Dixon
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City of Newport Beach



Hon. Chip Monaco
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City of Orange

Steve Knoblock

Hon. Steve Knoblock
Councilmember
City of San Clemente

Kristine Scott

Hon. Kristine Scott
Councilmember
City of Rancho Cucamonga



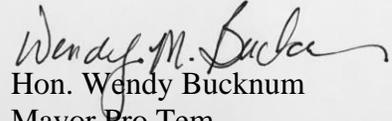
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Mayor Pro Tem
City of Tustin

Mike Carroll

Hon. Mike Carroll
Councilmember
City of Irvine



Hon. Scott Voigts
Mayor
City of Lake Forest



Hon. Wendy Bucknum
Mayor Pro Tem
City of Mission Viejo

Ray Marquez

Hon. Ray Marquez
Vice Mayor
City of Chino Hills



Hon. Michael Munzing
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Bill Miranda

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Ben Benoit

Hon. Ben J. Benoit
Mayor Pro Tem
City of Wildomar